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China Overland Trade Report.

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BIRTHS.

On the 30th December, 1899, at Foochow, the wife of G. L. GREGG, of a daughter.

At Hongkong Hotel, on the 6th January, 1900, Mrs. GROVES, the wife of C. A. GROVES, Keungwai, of a son.

On the 7th January, the wife of JOHN LAMBERT, R.N.R., of a daughter.

DEATH.

On the 5th January, 1900, at No. 44, Rifle Range Road Shanghai, Mrs. J. A. BELL, aged 22 years.

ARRIVALS OF MAILS.

The English Mail of the 8th December arrived, per P. & O. steamer *Valetta*, on the 7th January (30 days); the American Mail of the 13th December arrived, per O. & O. steamer *Coptic*, on the 12th January (30 days); and the General Mail of 11th December arrived, per N. D. L. steamer *Sachsen*, on the 12th January (31 days).

EPITOME OF THE WEEK.

The steam cutter of H.M.S. *Tweed* had a lively brush with pirates on the West River on the 6th January. The cutter gave chase to the launch *Yuening*, which was in the hands of pirates. The pirates fled up a creek to Chutou-shan, where they abandoned the launch, but, reinforced by some fifty villagers, they poured a hot fire into our men from the shore, wounding one severely in the thigh. Two of the pirates are known to have been killed and probably more. The cutter recovered the launch and returned safely to the *Tweed*.

There is a rumour current in Bangkok that the same syndicate that has bought the Scottish Oriental fleet wants to purchase the Bangkok Dock, but so far the purchase has not been concluded.

We learn from Canton that plague is very rife there, twenty or thirty deaths taking place every day. The majority of the cases are in the Siu Tung Chun district. The disease is of a particularly virulent type.

Dr. Morrison, the Peking correspondent of the *Times*, will arrive at Hongkong from Australia towards the end of February. He returns to China for the *Times*. During his brief visit to London Dr. Morrison had the pleasure to meet many eminent public men. He visits Australia (his native land) to see his own family and friends—*Straits Times*.

The *N. C. Daily News* has got a little out in its geography. In its issue of the 3rd instant it says:—"Confirmatory telegrams have been received from Lungchow, Kwangsi, of the arrival there of Marshal Su, who travelled up to that city entirely through French territory from Kwanchowwan." How could that be done? Kwangtung and Kwangsi are not French territory as yet.

At Saigon an Annamite woman has given birth to twins joined together after the manner of the famous Siamese twins. The infants, immediately after their birth, were placed on exhibition, and it is intended to send them to the Paris Exhibition. The *Courrier Saigonais* protests against this treatment of newly born infants on the ground of humanity. It appears an injunction has been applied for, but the Court found no ground for granting it.

It is confidently stated that the Japanese Cabinet has decided to continue the subsidy to the Nippon Yusen Kaisha for the navigation of inland waters and also the subsidy to the Osaka Shosen Kaisha for its service to China—that is to say, the Diet will be asked to sanction these expenditures. There is to be some reduction, however, in the amount—880,000 yen—granted to the Nippon Yusen Kaisha; how much and for what reasons we do not know—*Japan Mail*.

A railway through Johore territory, connecting Johore with the Negri Sembilan system, is to be at once undertaken. All arrangements are understood to be made for the immediate beginning of the survey. The Resident General is believed to have issued definite orders as to the construction of this line. This is bound to have an immense influence on the fortunes of the Native States, and it may mean untold possibilities as to the discovery of new natural resources in Johore.—*Singapore Free Press*.

Shanghai was specially favoured by seeing the year ushered in with snow on the ground Sunday, Dec. 31st was wet and cold in the morning, and soon after noon snow began to fall, continuing until after dark, by which time quite two inches of snow white covering had been deposited. Then it turned colder, everything being frozen solid in the streets by midnight. Ten degrees of frost were registered both Sunday and Monday nights, though on Tuesday and Monday, during the afternoon, the thaws made the streets bad. The natives were busy both days gathering ice in preparation for the hot days to come.—*Shanghai Daily Press*.

With reference to the offer of the Singapore Volunteer Artillery to hold their services at disposal wherever or in whatever way Her Majesty's Government should deem proper, the following copy of a telegram has been received by the Acting Governor from the Secretary of State:—Referring to your telegram of December 21st, Her Majesty's Government kindly appreciate patriotic spirit which prompted offer of Volunteer Artillery Corps, but it is not considered advisable to weaken defensive strength of Colony, and they regret therefore inability to accept.

It is stated in the Shanghai vernacular papers that Admiral Yeh of the new Peiyang fleet recently applied unsuccessfully to the Missionary Medical graduates to serve in his fleet with the pay of Tls. 50 per mensem per doctor. There is nothing at all surprising at the Admiral's non-success, as the remembrance of the scurvy and shabby treatment the officers and men of the Government at the end of the war with Japan is still fresh in the minds of all foreign-educated Chinese throughout the country. Unless the Imperial Government is prepared to organise its fleets on a proper foreign basis it is to be feared that very few persons, who have means and independence, will willingly join the Imperial Chinese Navy.—*N. C. Daily News*.

A Canton despatch reports the arrival at Kiungchow, Hainan, on the 24th ultimo, of Chou Ping-hsun, the Hainan Island Taotai who was recently detained by the French at Kuang-chauwan for supposed complicity in the attacks of the people there on the French. According to an Imperial decree published in these columns at the time, we, however, know that another Taotai has already been appointed, which is rather hard lines for the old Taotai, who is alleged to have paid a pretty large sum for his post, which he was only allowed to enjoy for a few months. The new Taotai, however, will not have everything smooth sailing for him when he arrives at Kiungchow, as the Li aboriginal tribes have lately begun, to come down into the plains from their hill fastnesses to pillage and plunder the Chinese colonists, of whom it is alleged that nearly 100 have already been killed.—*N. C. Daily News*.

Sir Harry Keppel was a passenger to Singapore by the last English mail steamer. Writing in advance of his arrival the *Singapore Free Press* said.—Letters from London by the mail have settled the question whether Sir Henry Keppel, in his ninety-first year, is actually coming out to Singapore once more. He left the London Docks in the P. and O. steamer on the 29th November, Mr. W. H. Read having been to wish him a pleasant voyage and a happy visit to the place where he was so much liked and admired over sixty years ago. Sir Harry said he wished to come here *incognito*, but he was told that he would not find this possible here "where the very babes in arms would scream him welcome." He will arrive in the mail due about Saturday next, and will be invited by Sir Alexander Swettenham to go in the first instance to Government House. What the Admiral's movements may be afterwards must depend at his great age, upon his health, but he will, no doubt, if he finds he can do it, wish to revisit Sarawak and Borneo, where he did so much dangerous and useful work with Sir James Brooke, over half a century ago.

BRITISH SHIPOWNERS GOING OUT OF BUSINESS.

(Daily Press, 6th January.)

British shipowners going out of business! A large and valuable oversea carrying trade for sale on easy terms to foreigners, in lots to suit purchasers!! Is this quite as it ought to be? In the last annual Consular report (1898) from Bangkok Mr. CARLISLE says:—"By far the most interesting though not the most pleasant event of recent years to British shipping at this port has occurred during the present year 1899, and although, therefore, not strictly within the limits of this summary, it must perforce be referred to here. Messrs. ALFRED HOLT AND CO., of Liverpool, have sold their East Indian Ocean Steamship Line, numbering eleven steamers, and including all those running between Singapore and Bangkok, and Singapore and Borneo, to a German syndicate, said to be composed of the North German Lloyd Steamship Company, Messrs. BEHN MEYER, of Singapore, and Messrs. WINDSOR AND CO., of Bangkok, though the exact composition of it has not been published authoritatively. This will make a reduction of nearly 33 per cent. in the British shipping at this port, and the figures for British and German shipping entered will *ceteris paribus* stand at 266 and 161 respectively instead of 396 and 31 as at present. British residents at both ports are naturally somewhat taken aback by this sweeping change, and feel rather disappointed that the only regular line between Siam and Singapore should no longer be under the British flag." The Scottish Oriental line, running between Hongkong and Bangkok, has now gone the way of the Singapore and Bangkok steamers and the respective positions of British and German shipping entered at Bangkok will be completely reversed, German shipping standing at the head with British a very bad second. Consider what this means. Politically the influence of Great Britain in Siam will be proportionately diminished and that of Germany increased, with a corresponding loss of prestige to Great Britain. Commercially it means not only that the immediate profit of the steamers will be diverted from British to foreign accounts, but that a large number of British employes will, after a brief interval, be replaced by foreigners, the stores will be obtained from German instead of British sources, and when new steamers are required for the line their construction will afford employment to foreign instead of to British artisans. And what has already happened to a couple of British shipping concerns is not unlikely to happen to others. Under the insidious influence of the Shipping Conference foreign competition is fostered until it is in a position to buy up the British branch lines; and if British concerns are willing to be bought out it will pay our foreign competitors, both politically and commercially, to pay the price asked. If the process goes on we may see the main lines also transferred, and in the course of years, when the shipping entering the port of Hongkong has increased perhaps tenfold, the British red ensign may be as rare a sight in our harbour as it is at Sandakan, which is now entirely dependent on German shipping for its communications.

No one expects to find patriotism in trade. As has been well said, trade follows the price list rather than the flag; and pounds, shillings and pence being the only consideration recognised, no one can blame any

individual British shipowner who sells his business to foreigners when he finds it to his interest to do so. The public may well ask, however, whether there must not be something wrong with a system which fosters such transfers. Is it our shipping laws that are at fault or the law of conspiracy as applied to such combinations as the Shipping Conference? Is it right that capitalists who for the time being happen to control important national interests should be allowed to sacrifice them in order to put a profit of a few thousand pounds into their own pockets? No one can deny that our shipping trade is a great national interest. If we allow ourselves to be bought out of it and the British flag disappears from the seas, what permanent recompense could the nation find in the immediate profit realised? Political economy may tell us that there must be no interference with free trade, and that shipowners must be allowed to sell their business if they find it to their personal interest to do so, but political economy gives us only the result of past experience and supplies no exact principles upon which new conditions can be dealt with. This buying out of Britishers from the shipping trade in which they have hitherto been pre-eminent is an entirely new condition and calls for earnest consideration with a view to preventing its further spread. The transfers of British lines of steamers to a foreign flag that have already taken place in the Far East constitute a much more serious though less sensational reverse to the British nation than the recent military checks in South Africa that have so thrilled the nation. They mean that we are being whipped in trade and have been permanently ousted from positions we formerly held unchallenged.

THE ANGLO-RUSSIAN BOUNDARY IN ASIA.

(Daily Press, 12th January.)

Reuter's recent telegram stating that in view of the situation in Afghanistan, Russia has experimentally sent troops from Tiflis, via Baku and Krasnovodsk, by rail to Kushka, thereby proving the possibility of the vanguard of an army corps reaching Kushka from the Caucasus in eight days, recalls the references in Lord ROBERTS'S "Forty-one years in India" to the question of Anglo-Russian relations on the Indian frontier. "I impute no blame to the Russians," says the gallant General, "for their advance towards India. The force of circumstances—the inevitable result of the contact of civilization with barbarism—impelled them to cross the Indus and extend their territories to the Khanates of Turkestan and the banks of the Oxus, just as the same uncontrollable force carried us across the Sutlej and extended our territories to the valley of the Indus. The object I have at heart is to make my fellow subjects recognize that under these altered conditions, Great Britain now occupies in Asia the position of a Continental Power, and that her interests in that part of the globe must be protected by Continental means of defence. Thinking natives thoroughly understand the situation; they believe that the time must come when the territories of Great Britain and Russia in that part of Asia will be separated only by a common boundary line, and they would consider that we were wanting in the most essential attributes of rulers if we did not take all possible precautions and make every possible preparation to meet such

"an eventuality." Events appear to be hastening towards the realisation of Lord ROBERTS'S forecast about the common boundary line. However convenient policy of buffer states may be, it is in its nature a temporary arrangement, when the buffer state remains uncivilized, for the inevitable result of the contact of civilization with barbarism is that the barbaric state must come under the control of one or other of its civilized neighbours or be divided between them.

The remarks we have quoted above are from the preface of Lord ROBERTS'S book. On pages 513 and 514 there are some further remarks on the same subject, in which the distinguished author dwells on the necessity of making preparations in view of the change and says "we could not unconcernedly look on while a Great Power was, step by step, creeping closer to our possessions." In a footnote he quotes, with dissent, the opinion expressed by Mr. JOHN BRIGHT that if the only barrier between Russia in Asia and Britain in Asia were a mountain ridge, or a stream, or a fence, there would be no difficulty in preserving peace between Russia and the United Kingdom. Lord ROBERTS is of opinion that the barrier will be reduced to a common boundary line, but he apparently does not think that there will be no difficulty in preserving peace between the two Powers. He at all events dwells on the necessity of being prepared to defend the boundary line, and in that he will be supported by the great bulk of his countrymen. It may be doubted, however, whether a common boundary line would be fraught with more danger to peace than a treacherous and uncivilized buffer state continually promoting friction on the one side or the other. However that may be, the permanent preservation of such a buffer state is contrary to destiny, and the inevitable propinquity of the two great European Powers in Asia will some time or other have to be faced. That they may carry on their civilizing work side by side in peace and harmony must be the sincere wish of everyone, but the danger of an explosion occurring during the time that the absorption of the intervening territory is in progress is too patent to be ignored. It is true that Russia has given assurances that she considers Afghanistan entirely beyond the sphere of her influence, but such assurances are not unfrequently falsified in the result, and the statement that Russia is now executing certain military movements "in view of recent reports of the alarming situation in Afghanistan" is an indication that she no longer considers herself bound by that particular assurance. The regulation of Anglo-Russian relations in respect of Afghanistan will call for the exercise of able statesmanship if a conflict is to be avoided.

The steamer *Eastern*, from Australia, while on the voyage from Hongkong to Shanghai, rescued four fishermen who were observed standing on the bottom of their up-turned craft in the Bonham Strait. A fresh breeze was blowing at the time with a nasty sea, and the men when picked up by the chief officer were in an exhausted condition. They stated that one of their number was drowned.

Early on the morning of the 26th December a fire broke out on the steamer *Teresa*, lying in the Singapore Roads. It is conjectured that a lamp by some means overturned in one of the afterholds, and set fire to some articles. The crew, together with a number of sailors from the United States transport, who saw smoke issuing from the vessel and went to render assistance, quickly subdued the flames. The damage was not very great.

LORD CHARLES BERESFORD ON INDUSTRIAL ENTERPRISE IN CHINA.

(Daily Press, 8th January.)

Before proceeding to take up his new appointment—that of second in command of the Mediterranean Squadron—Lord CHARLES BERESFORD made a final public deliverance on China as a field for British enterprise, which we sincerely trust will not prove altogether barren of good results. The gallant Admiral, during his recent visit to the Far East, may not, perhaps, have hit upon the most practical method of securing the ultimate fulfilment of his great idea of preserving in China the "open door" to the commerce of all nations, but he undoubtedly gathered a great deal of valuable information, set in motion an agitation among the commercial classes of the United Kingdom for a more vigorous policy in China, and aroused general attention to the enormous possibilities for the extension of trade in that vast empire. On the occasion above referred to—the ordinary general meeting of the Institution of Mechanical Engineers, held on the 24th November last, at that institution, Storey's Gate, London—Lord CHARLES BERESFORD treated his hearers to a fresh account of his experiences and observations in China in 1898, and then dwelt on the importance, specially, of getting the Chinese to make railways and open mines. In the opinion of the gallant Admiral, one of the first necessities of this ancient Empire is better means of communication, and he thought that next to this was the desirability of opening up the mineral resources, which, with the cheap labour existing in China, would give the Chinese a great advantage in manufactures, and enable them to compete successfully with Western nations in many branches of industry. Lord CHARLES added, however, that as one fruit of his experience, any industrial enterprise in China managed by the native was sure to fail in competition with a similar concern managed by foreigners. This statement, as applied to large joint-stock concerns, will be generally endorsed, at any rate by those who have had any experience of Chinese methods and management. There is so much jobbery, waste, and speculation in every concern managed by Chinese that, despite all other advantages it may possess over its competitors, it is in the end bound to go to the wall. Even the China Merchants' Steam Navigation Company, though confessedly the best managed Chinese commercial undertaking, has made very little headway when compared with the great Japanese Steamship Companies, and there seems little prospect of its early development. The Chinese commercial classes have but slender confidence in it, in spite of its privileges, and notwithstanding the attempts made to secure their support. The bulk of the shares are held by officials; and although possessed of various advantages the Company has only just succeeded in maintaining the position secured by the purchase of the fleet and business of the Shanghai Steam Navigation Company twenty-three years ago. It will, unless the Chinese change their customs and methods altogether, be many years before any radical change for the better in this respect can take place.

Lord CHARLES threw out one good suggestion which we should like to see taken up by British manufacturers. He advocated the establishment of an exhibition in China where British machinery could be shown, engineers being retained to explain its capabilities. He said the Chinese were

practical, and if they saw machinery that met their wants they would often buy it. No doubt this is the case. If goods are brought and placed before the eye of a capitalist he will frequently make a purchase which no amount of mere description could induce him to venture on. The time has arrived, we think, or is rapidly approaching, when an Industrial Exhibition on a large scale (and perhaps of a permanent character) may, with great advantage to British manufacturers, be held in Hongkong. An exhibition was proposed to be held in this island about ten years ago, but the time was not ripe for the enterprise, and the idea was dropped, partly because the colony was then suffering from depression and partly because it was considered that Hongkong was not sufficiently central *vis-a-vis* China. The latter reason still, to a great extent, holds good; distance has not been annihilated (nor even shortened) by the introduction of the iron road. The railway, that should ere this have linked Hankow with Canton and Canton with Kowloon, is still in the region of projection, and even the capital is still unconnected with the Yangtze Valley. The communication by steamer on the coast is, however, more rapid and more frequent, and the inland waterways of Southern China are in a measure open to steam navigation. There is a largely augmented traffic through Hongkong both from foreign countries and from the neighbouring empire, and this is steadily increasing. The territory of the Colony has also been extended, and in a very few years the internal traffic will be considerable, as the centres of population grow and industries are developed. Even now a vast development is going on in the Kowloon peninsula, and this will receive a further impetus when the roads now in course of construction are completed. An Industrial Exhibition in Hongkong would, moreover, bring thousands of visitors from Siam, Indo-China, the Philippines, Borneo, the Straits Settlements, and Netherlands India. It is, however, to its effect upon the Chinese that we must chiefly look. And here, unfortunately, we should be handicapped by the dead weight of Chinese officialdom. However much the Chinese themselves may be inclined to invest in machinery and improvements, the insatiable rapacity of the mandarin steps in to check all enterprise. It is this bogey, as the Shanghai correspondent of *The Times* points out, that blocks the way in every direction, and renders all genuine progress impossible. To a certain considerable extent this evil influence must inevitably adversely affect every effort that may be made by foreigners to open up trade in China. But we must not allow it to weigh upon us too much and produce stagnation in this Colony. The apathy and stagnation prevailing in the Chinese Empire should rather prove an incentive to foreigners here under the British flag to increased effort so as to provide a stimulus and supply steady pressure to our great but dormant neighbour.

At Singapore the other day a Frenchman, said to be an officer from the French mail, was arrested for sketching in the vicinity of the forts at New Harbour. He was released on bail of \$1000.

The Admiralty announces that Commander de Horsey, Capt. Morgan, R.M.L.I., and Lieut. Wilson, R.M.L.I., of her Majesty's ship *Monarch*, have proceeded on country to join the Naval Brigade with Lord Methuen's force. Commander de Horsey is well known on this station, his last command having been H.M.S. *Plover*.

REVISION OF THE CHINESE TARIFF.

(Daily Press, 10th January.)

The revision of the Chinese tariff being now under discussion, it may be useful to recall the representation made by the Hongkong General Chamber of Commerce to the late Sir RUTHERFORD ALCOCK on this subject thirty years ago. At that time the proposal took the form of a commutation of all transit dues by a payment of 50 per cent. in addition to import or export duty, payable at the same time as the import and export duty, instead of leaving it optional to the importer or exporter to take out transit passes. The Chamber wrote that this arrangement "is one that the Chamber should hail with much satisfaction; could they take any assurance to themselves from past experience that the Chinese would faithfully observe their part of the agreement. The Chamber do not hesitate to state that they regard their promises in this matter with the greatest distrust, and would respectfully suggest that either the payment of the 50 per cent. additional to the import and export duties be made contingent upon a faithful observance by the Chinese of their part of the agreement, or that Her Majesty's Government determine to follow up every known breach of the engagement with uncompromising persistency." The promises of the Chinese Government are regarded with no less distrust now than they were then. The distrust, indeed, has grown. Our experience in the South in regard to transit passes and the creation of monopolies affords conclusive evidence of how little reliance can be placed in the Chinese Authorities to observe either the letter or the spirit of their treaty engagements. If, then, any definite proposal for a revision of the Chinese tariff is brought forward, it behoves the mercantile communities to see that sufficient guarantees are given against additional and illegal taxation of goods upon which the tariff duty has been duly paid. The suggestion made by the Chamber in 1870 that the payment of the increased duties be made contingent upon a faithful observance by the Chinese of their part of the agreement was, a good many years later, acted upon with regard to the increased duty upon opium, and the arrangement has worked satisfactorily, a threat upon the part of Her Majesty's Government to revert to the old scale of duties having proved successful in at once stopping any attempt by the provincial authorities to levy squeezes. But an arrangement that works satisfactorily in regard to one article of commerce in which only one Government is directly interested might not work so satisfactorily when applied to trade in general, and when all the Treaty Powers were equally interested. The most effective guarantee would be to place the whole revenue collection, internal as well as external, under foreign control through the Imperial Maritime Customs.

The *Volunteer Gazette*, which is now in the hands of Messrs. Guedes and Co., is succeeding famously. It gives all the Volunteer news, with the addition of sporting intelligence, and deals in a bantering way with other local topics.

The Japanese torpedo destroyer *Akebono*, Capt. H. Kewase, arrived at Singapore on the 26th Dec. on her way to Japan. She sailed from London on Sept. 27th, and touched at Aden and Colombo, from whence she came direct. It was reported she would be obliged to dock at Singapore owing to one of her propellers being damaged, and would probably leave for her destination in about a week's time.

THE HANKOW AND CANTON RAILWAY.

(Daily Press, 9th January)

In an article in the *Daily Press* on the 4th inst. it was remarked, in the course of a summary of the present position of railway enterprise in China, that the railway from Hankow to Canton had been secured by America. We regret to learn that so far this is not the case. SHENG Tso-tai, Director-General of Railways, delays signing the contract, and the attorney of the American-British Syndicate left Shanghai for the States two weeks ago utterly disgusted, SHENG having kept him kicking his heels about for the best part of twelve months. As remarked by the Shanghai correspondent of *The Times* the other day, the leading spirits amongst the Chinese have not failed to observe that preliminary railway contracts can always be protracted indefinitely by subsequent negotiations. But is this indefinite protraction to be allowed to continue? Russia seems to have a way of making the Chinese fulfil their engagements, and we can only hope that the United States and Great Britain will ere long take a leaf out of Russia's book and recognise the necessity for firm coercion. In applying such coercion the Governments concerned would have the assurance that, while they were affording opportunities to their own nationals and protecting their interests, they were also doing the best thing possible for China herself. *The Times* in a recent article, after referring to the abuses set out by its Shanghai correspondent, went on to say:—"The best remedy for this 'state of things would be, no doubt, the 'abolition of the Mandarins and their 'system 'bag and baggage.' That cure is 'for the present impracticable. The next 'best course is the development of the 'natural resources of the country, and this 'development might be carried out to a 'large extent under subsisting concessions 'if the Chinese were forced to keep their 'bargains with the concessionnaires." That opinion will be endorsed by all residents in China.

MEASURES FOR THE SUPPRESSION OF PIRACY ON THE WEST RIVER.

(Daily Press, 10th January.)

After the brush between the pirates and the cutter of H.M.S. *Tweed*, and the proved complicity of the villagers of Chutoushan, Howtong, Kuchen, and other places with the pirates, there ought to be no further delay in adopting vigorous measures in regard to this matter. As remarked by the correspondent who sends us an account of the recent cases, it is to be hoped the British authorities will force the Viceroy to inflict summary punishment on the villages concerned, and send the *Sandpiper* to see that he does it. Our Tientsin correspondent, whose letter appears in another column, predicts that LI HUNG-CHANG, when he takes up the Viceroyalty, will make short work of the piracy that now prevails in the Two Kwangs, and in support of this view points to the improvement effected in the public order of Tientsin during His Excellency's tenure of office there. Our correspondent, however, makes the important qualification that the lethargy of age is creeping upon LI. While hoping for the best from LI, however, it would be well not to lose sight of the old adage that if you want a thing well done it is best to do it yourself. While everyone would be glad to see the Chinese authorities effectively extirpate piracy themselves, if they are dilatory in doing so, some

one else must undertake the task. If the Chinese officials do not move promptly in the matter British gunboats ought to be despatched to shell out the piratical villages.

THE SHELL COLLECTING MONOPOLY.

(Daily Press, 9th January.)

The question of the alleged shell fishing monopoly at Ping Chau, briefly referred to in a paragraph in yesterday's issue, calls for further elucidation, which, without loss of dignity, might be afforded by the Government. In the Legislative Council on the 14th December the Hon. T. H. WHITEHEAD asked to be informed "whether the Government have granted any exclusive privilege 'or monopoly for the dredging for and 'the collection of shells, used in the manufacture of lime, in the waters of the New Territory leased by the Convention of last year." The Colonial Secretary replied:—"No such exclusive privilege or monopoly 'as is referred to in the question of the 'honourable member has been granted." On the following day Mr. WHITEHEAD forwarded to the press certain correspondence relating to the matter, which appeared in the *Daily Press* of the 16th December. This correspondence consisted of a letter from Mr. WHITEHEAD to the Government, dated 13th December, enclosing a letter received by him from certain fishermen in connection with alleged monopoly, in which they stated that they had been stopped in their usual occupation of dredging for shells by the monopolists, the Lee Hing Company, and they enclosed a notice issued by that Company in which it was stated that the Company had obtained "permission 'from the Government to collect shells 'for the term of five years." The receipt of Mr. WHITEHEAD's letter was acknowledged in a C.S.O. of the 15th December, a copy of which was sent, by direction of the Colonial Secretary, to the newspapers. The first paragraph of that C.S.O. was a mere formal acknowledgment of receipt, and the second paragraph read as follows:—"The 'statement in the 8th paragraph of that 'letter'—(viz. the fishermen's letter)— 'that no answer was given to the petition 'of the fishermen is untrue." Supposing the statement had been true, the public would have attached less importance to what might be simply a neglect of official routine than they will to the substantial question of whether the fishermen have been interfered with in earning their living. In his reply to Mr. WHITEHEAD in the Legislative Council on the 14th December, after stating that no monopoly had been granted, the Colonial Secretary went on to say:—"A Crown rent has been 'fixed for a limited extent of Crown land 'surrounding Ping Chau off the east coast 'of Lantau used by the manufacturers of 'lime on Ping Chau, and leases for short 'terms granted to them at Crown rents 'amounting to \$1,800 per annum, under 'the general instructions of the Secretary 'of State." The Lee Hing Company, judging from their advertisement, evidently think they have got something more than that. They say they "have been granted 'the monopoly of dredging and collecting 'shells in and around Ping Chau Island," that shells dredged and collected will be properly paid for when taken to the Lee Hing Company, but that, if they are sold to other persons, one candereen per picul must be paid to the Lee Hing Company, that is to say, the Lee Hing Company conceive that they have a right to levy a royalty. Is this so, or is it not? The

Colonial Secretary says one thing, the Lee Hing Company advertises another. Either there has been some extraordinary misunderstanding or there has been a still more extraordinary perversion of the truth.

(Daily Press, 10th January.)

The letter from the Lee Hing Company, published in to-day's issue, with reference to the alleged shell-fishing monopoly, appears to set up a distinction without a difference. A Crown lease of the sea-bed has been granted, which, in effect, we take it, establishes a monopoly, though it may not be officially called a monopoly. If this be so, the Colonial Secretary, in his reply to the Hon. T. H. WHITEHEAD's question in the Legislative Council on this subject, was merely quibbling. One phrase of Mr. WHITEHEAD's question asked why, if an exclusive privilege or monopoly had been granted public tenders were not invited. That section of the question, ignored at the time, still calls for a reply, even assuming that the lease granted does not amount to a technical monopoly. As to the question of translation, the term *shing pai*, used in the original advertisement, is not that used in Government notifications of the sale of Crown leases, but it is the term used in connection with Chinese Government monopolies, as for instance the Weising lottery monopoly. It has various shades of meaning, and may be applied to a Crown lease, but in the connection in which it stood it conveyed the idea of a monopoly. A Crown lease is, in fact, a monopoly.

SUPREME COURT.

6th January.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOR W. MEIGH GOODMAN
(ACTING CHIEF JUSTICE.)

RE THE SUN LUNG FIRM AND CHUI PUI LAM,
A PARTNER THEREOF, EX-PARTE POON
NAM SHANG, A CREDITOR.

Mr. H. W. Looker appeared in support of the application for adjudication of bankruptcy. His Lordship said—In this case it seems that the Sun Lung Firm formerly carried on business at 348, Queen's Road Central, Victoria. In 1898 the firm closed its business premises, and Chui Pui Lam, the principal partner, departed from Hongkong with intent to defeat and delay his creditors. An order was made by Sir John Carrington, in October, 1898, for leave to serve the petitioning creditor out of the jurisdiction, and service was effected and a receiving order was made on 11th November, 1898. On 15th December, 1898, at the last general meeting of the creditors, it was resolved that the debtors should be adjudicated bankrupt. It seems that nothing has been heard as to what has become of Chui Pui Lam. Accordingly, under section 19 of the Bankruptcy Ordinance, I adjudge the firm and the partners thereof bankrupt, and appoint Mr. Bruce Shepherd, the Official Receiver, to be trustee of the property.

RE THE SHING LOONG FIRM EX-PARTE
LO HEUNG NAM AND ANOTHER.

This was an application for the discharge of a debtor.

His Lordship said—In this case the Shing Loong Firm was adjudicated bankrupt on 15th June, 1899. It seems that in 1896, one Lo Lam Chi, together with two sleeping partners, started business as brick and tile dealers, with a capital of \$5,000, of which \$3,200 were applied to the purchase from the former proprietors or partners of the old Shing Loong Firm, of their business. The chief customers of the firm were building contractors, and the cause of failure is loss of capital owing to the numerous bad debts incurred by the firm, arising from the impossibility of collecting the payments due by some of those customers who have themselves failed

or got into pecuniary difficulties. It appears from the report of the Official Receiver, that the two sleeping partners, having lost their all, owing to the failure of their firm, are now living in the country working as labourers. As regards Lo Yam Chi, the managing partner, it seems he has rendered every assistance to the Official Receiver in winding up the affairs of the firm, and that his failure is owing to the misfortunes of business rather than to any misconduct on his part. His public examination was concluded on 30th November last. The unsecured liabilities of the firm amount to \$1,926, and, after payment of the costs of the bankruptcy, there will only be sufficient to pay some thirty-seven per cent, of the indebtedness. Section 27 of the Bankruptcy Ordinance of 1891 provides that where the dividend is less than 50 per cent, the Court if it grants a discharge, shall suspend the operation of the order for a specified time. In all the circumstances of this case, I grant a discharge to Lo Yam Chi, but suspend the operation of the order for six months from this date.

8th January.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOR W. MEIGH GOODMAN (ACTING CHIEF JUSTICE) AND A SPECIAL JURY.

HUNG HUI CHING AND ANOTHER V. THE CHINA TRADERS' INSURANCE COMPANY, LIMITED.

In this case the plaintiffs claim \$44,318.34 for loss upon cargo insured by the defendants and shipped by the plaintiffs from Tientsin to Amoy upon the steamship *Activ*, which vessel was totally lost on or about the 9th day of Nov., 1898. The plaintiffs further claim their costs of suit.

Mr. W. V. Drummond and Mr. E. Robinson (instructed by Messrs. Deany and Bowley) appeared for the plaintiffs, and Mr. J. J. Francis, Q.C., and the Hon. H. E. Pollock (instructed by Messrs. Johnson, Stokes and Master) for the defendants.

The following composed the special jury:—Messrs. G. Moxon (foreman), C. W. Dickson, E. W. Mitchell, A. Babington, C. G. Inghald, T. I. Rose and G. P. Lammert.

Mr. Moxon said the jury were anxious to know whether the case was likely to be a long one, and if so whether they could get remuneration.

His Lordship said it was the old question of whether the jurors should receive \$10 a day each or \$10 each for the case. He supposed the case would involve some trouble to the jury and that it would only be reasonable to give them \$10 a day each.

Counsel agreed to this.

Mr. Robinson read the pleadings of the case as follows:—

Petition (dated May 3rd, 1899):—“(1)—The plaintiffs carry on business at Amoy, China, as general import and export merchants under the style or firm name of Kin Cheong, and at other places under the style or firm name of Wing Cheong; they also carry on business as bankers under the style or firm name of Fat Ki, and also the business of tea merchants under the style or firm name of Yan Ki. (2)—The defendant company is a marine insurance company with limited liability, duly registered as such in the colony of Hongkong, having its head office in Hongkong and agencies in Amoy, Tientsin, and other places. (3)—On or about the 21st October, 1898, the plaintiffs insured with the defendant company goods to the value of \$40,000 to be shipped at Tientsin in China on the Danish steamship *Activ* on her then next voyage from Tientsin to Amoy via Newchwang, Chefoo, and Tamsui. (4)—On or about the 31st October, 1898, the plaintiffs further insured with the defendant company goods to the value of \$4,318.34 to be shipped at Tientsin on board the aforesaid steamship *Activ* upon the aforesaid voyage from Tientsin to Amoy via Newchwang, Chefoo, and Tamsui. (5)—Goods of the plaintiffs of the value of the aforesaid sums of \$40,000 and of \$4,318.34 were duly shipped on board the aforesaid steamship *Activ* at Tientsin for carriage on board the aforesaid steamer on the

aforesaid voyage, but the said steamer and all the goods so insured as aforesaid were, on or about the 9th November, 1898, totally lost whilst on the aforesaid voyage off the port of Tamsui by the perils insured against. (6)—All things have happened, all conditions have been fulfilled, and all times have elapsed necessary to entitle the plaintiffs to recover in full from the defendant company the aforesaid several sums of \$40,000 and \$4,318.34 respectively, but the defendant company has neglected and refused to pay the same. The plaintiffs therefore pray—(1)—A decree that the defendant company pay the plaintiffs the said sums of \$40,000 and \$4,318.34 respectively together with interest thereon to date of payment. (2)—The plaintiffs costs of this suit. (3)—Such other and further relief as to the Court may seem meet and the circumstances of the case require.”

Answer (dated June 20th, 1899):—“(1)—The defendants admit the statements in the first, second, third, and fourth paragraphs of the petition to be true. (2)—In answer to the 5th paragraph of the petition the defendants admit that the said steamer the *Activ* with all the goods then laden on board of her were on or about the 9th November, 1898, totally lost on the said voyage off the port of Tamsui by the perils insured against, but they deny that goods to the value of \$44,318.34 or to anything like that value were shipped on board the said steamer *Activ* at Tientsin for carriage on board of the said steamer *Activ* at Tientsin to be carried on the said voyage or anyhow. (3)—The defendants further say, in answer to the said 5th paragraph, that the goods shipped on board of the said s.s. *Activ* at Tientsin to be carried on the said voyage were not of the value of \$44,318.34 or more than \$28,539.33, and were at the time of the said insurances overvalued by the plaintiffs with the intention of defrauding the defendants. (4)—In reply to paragraph 6 of the petition the defendants say that the plaintiffs are not entitled to recover from the defendants the said sums of \$40,000 and \$4,318.34 or any sum or sums and admit that they, defendants, have refused to pay the same. (5)—In the alternative the defendants bring here into Court the sum of twenty nine thousand three hundred dollars and say that the same is sufficient to satisfy the plaintiffs' claims herein whether for principal or interest.”

Replication (dated 17th August, 1899):—

“(1) The plaintiffs deny the allegations of fraud contained in the third paragraph of the defendants' answer. (2) The plaintiffs join issue upon all and every the allegation or allegations contained in the defendants' answer save in so far as the same consist of admissions of the allegations in the plaintiffs' petition. (3) And the plaintiffs further say that the goods insured with the defendant company as in the petition alleged and in the answer admitted were insured at an agreed value of \$40,000, and 3,000 Tientsin taels under valued policies.”

Rejoinder (dated September 12th, 1899):—

“(1) The defendants deny that the goods or any of the goods insured with them were insured at an agreed value of \$40,000 and 3,000 Tientsin taels or either of such values or at any agreed value whatever either under valued policies or otherwise. (2) In the alternative the defendants say that, even if the said goods or any of them were insured at an agreed value (which the defendants deny), the plaintiffs overvalued such goods with intent to defraud the defendants, and accordingly that either the plaintiffs are entitled to recover nothing under the said insurances from the defendants or else that any valuation of any of the said goods must be wholly set aside.”

Mr Drummond said that since the pleadings had been closed he found that issues had been decided by his Lordship in chambers. These issues he proposed to read before addressing his Lordship with reference to the law. The issues were:—“(1) Were the goods in the pleadings mentioned insured with the defendant company by the plaintiffs at an agreed value of \$40,000 and Tientsin taels 3,000, as is alleged in the plaintiffs replication? (2) Were goods to the value of \$44,318.34, or thereabouts, shipped by the plaintiffs at Tientsin on board of the s.s. *Activ*, or were the goods shipped by the plaintiffs at Tientsin on board of the *Activ* of the value of \$28,539, or thereabouts, or what other value? (3) If the goods shipped by the plaintiffs

as aforesaid were over-valued, was such over-valuation made with intent to defraud the defendant company? (4) If the said goods were over-valued with intent to defraud the defendant company, does such fraud so vitiate the insurance as to release the defendant company altogether from any liability to the plaintiffs? (5) If the said goods were over-valued with intent to defraud the defendant company, are the plaintiffs nevertheless entitled to recover and take out of court the money paid in by the defendants?” Continuing, Mr. Drummond said it appeared to him that issues one, four, and five were the issues for the Court and issues two and three were the issues practically for the jury to decide. He thought his Lordship would probably concur with the suggestion he had made with regard to the way in which the issues would have to be treated, and it was clear that the two principal issues which bore upon the case were the first and third, the first being whether the policy in question was a valued policy or not and the third whether, assuming it to be a valued policy, the goods were over-valued with intent to defraud the defendant company. With regard to the points of law, he proposed to address his Lordship upon them before addressing the jury with reference to the facts. Mr. Drummond proceeded to do this, quoting cases, after which he submitted that the first issue—as to whether this was a valued policy or not—would depend upon the production of certain documents, namely, the application, the risk note, and the policy. He asked for the production of the policy.

Mr. Francis objected.

Mr. Drummond said that without having that document before his Lordship it was impossible for him to show the legal position of the plaintiffs.

His Lordship thought Mr. Drummond should be allowed to comment upon the document if he proposed to put it in evidence. When he put it in evidence Mr. Francis could object if he wished to do so.

Mr. Francis: Certainly.

Mr. Drummond proceeded to call attention to certain words in the policy. Subsequently Mr. Drummond, in addressing the jury as to the facts, submitted that it only became necessary for him to open the case extremely briefly as regarded the facts. It was not his duty to prove the negative but for the defendants to prove the positive statements they had made, charging the plaintiffs with deliberate fraud with intent to deceive the defendant company. The latter charged the plaintiffs with overvaluation with intent to deceive, which was of course a charge of fraud.

Some further argument took place at this point as to whether the issue to the policy was a valued policy or not should be decided at this juncture.

His Lordship said that up to the present he was inclined to think that it was, but he would withhold his decision until later on in the case.

Mr. Drummond then proceeded with his address to the jury as to the facts of the case. From these it appeared that on the 12th October last the steamer *Activ* was chartered on behalf of the plaintiffs to carrying certain goods for them from Tientsin. The steamer reached Tientsin on the 27th October, and left loaded on the 31st October. On the 9th November she became a total wreck off Tamsui. Six days before she left Tientsin an insurance of \$840,000 was effected, and a further insurance of \$4,318 was subsequently taken out. The plaintiffs endeavoured to get payment, but were not successful. Mr. Drummond finished his opening at about half-past three, when the Court adjourned.

9th January.

The witnesses for the plaintiff were called.

Hung Hui Ching said he resided in Amoy and was a partner in the Hin Cheong firm at Amoy. His partners name was Chan Woon Choi. They had been doing business at Amoy for the last six or seven years. They had a branch at Tamsui. Wishing to ship some cargo from the northern ports he chartered the steamer *Activ*, the arrangements being made by his friend Boon Tai, whose trade name was Joo Tai, the price being \$6,250. The steamer

was to reach Tientsin between the 20th and 30th October, 1898. The goods at Tientsin were paid for in two instalments, 15,000 taels being paid on the 16th October. He gave his agent instructions to purchase goods to the value of \$40,000, and he decided to insure the goods for that sum with the defendant company, with whom he had previously insured goods. He had a book supplied to him by the defendant company containing forms of application for insurance. The book produced was the same. It was in Chinese. The counterfoils filled up in the book were 35 in number and referred to insurances with the defendant company. He had had a book before this. He had never had a loss before. He made out the application for this insurance in the usual way, and got in return the paper or risk note produced, which was similar to the papers he received from the company in his previous insurances. He received no other document from the company. He paid the premium in full—\$180—but he did not exactly remember the date. After the ship had gone down a bill collector from the defendant company's agents came round to his home and he paid him the premium. The same proceeding took place in previous insurances. Besides the document produced he received no other receipt from the defendant company. The Chinese characters on the document, which was dated 21st Oct., 1898, signified that goods had been insured by the plaintiffs with the defendant company for \$40,000, "at the rate of 45, net amount \$180." He did not remember whether he paid the premium on the 21st October or not.

Mr. Francis said the money was paid on the 9th February, 1899. These matters were left in the comprador's hands, and he collected the money the day before China New Year, which was on the 10th February last year.

Witness, continuing, said he got the document produced from his agents at Tientsin. It was a statement of goods, with the prices, bought on behalf of his firm.

Mr. Francis—We only admit that for what it is worth. It is a document received by him. It is a statement made in writing by a person who is not here to be cross examined.

Witness, continuing, said the document was dated Nov. 1st, which was the day after the *Activ* left Tientsin. He brought it down to Hongkong with him, and an official of the Insurance Company took it away from him. This was in December, the month after the vessel was lost. He could not get payment at Amoy, so he came to the head office. He handed over together with this document a great many more papers—bills of lading, etc.—and the manager of the company, when he took them, promised to pay the money. These documents were never returned to him.

Witness had not concluded his evidence when the court rose for tiffin.

Witness continued his evidence after tiffin when the various items mentioned in the document received by him from Tientsin were gone into, the defence pointing out which they admitted and which they disputed. Of 14 items all but three were admitted, 12,775 taels, being admitted out of 25,281 taels. Continuing, witness said that in addition to the insurance of \$40,000 taken out by himself on the goods shipped at Tientsin, a further insurance of \$3,000 was effected at Tientsin, in respect of the same goods, with the same insurance company. He produced the document supplied to him on that occasion by the defendant company, and Mr. Francis admitted that this was a risk note. This was dated 1st November. The premium had been paid.

Witness was then cross-examined by Mr. Francis, the cross-examination not being concluded when the court rose.

10th January.

The cross-examination of Hung Hui Ching, a partner in the plaintiff firm, was continued by Mr. Francis.

The evidence given by several witnesses at a Commission held at Tientsin was read. The hearing was further adjourned.

11th January.

Mr. Francis addressing the jury for the defence, said the subject matter of the claim

put forward in that court by the plaintiffs was in respect of an insurance on cargo from Tientsin and a cargo from Tientsin only. It did not include, as plaintiffs now put their claim, any reference to cargo shipped on board the *Activ* either at Newchwang or Chefoo. The plaintiff's claim, as stated in their petition, was for 44,000 and odd dollars in respect of cargo shipped at Tientsin on board the *Activ*. They alleged in their replication—they did not allege it in their original petition—that the insurance was on a valued policy, and the meaning in point of law of a valued policy was that the insured and the insurers had come to a definite agreement between themselves that the value of the subject matter of the insurance should be taken for all purposes as between the company and the insured to be the sum named, and that, in the absence of fraud, there should be no right on the part of the insurance company to ask for vouchers or proofs or any evidence as to what was the real risk or true value of the cargo. Therefore, the first question for the consideration of the jury was whether the transaction between the parties in Amoy and the transaction between the parties in Tientsin in respect of two insurances was an agreement for a valued policy or not. The evidence of the agreement between the parties was simply the application put in by the Chinese merchants and the debit note. He admitted that the latter was equivalent to a risk note, as the defendant company had no business to accept the premium unless they accepted the risk. When the application was sent in and that debit note was issued there was a completed contract between the parties, and the only question was, what was that contract? Was it a contract in the nature of an open policy; was it a contract to insure to the extent of \$40,000 on cargo to be laden on board the *Activ* at Tientsin in respect of which, in the event of loss, the China Traders Insurance Company had a right to call for proof of the actual value put on board; or was it a valued policy which was evidenced on these two documents, in virtue of which the company agreed to be bound without further question as to the value. According to the law in England, a law not enforced in Hongkong, it was necessary before any one could come into court that a regular, formal, properly stamped policy should be made out, and the application and risk note be, as it were, out of court. In this case the company's agents at Amoy, Boyd and Company, did fill up a policy, but it was common ground that the plaintiffs were not claiming on that policy at all, because that policy on the face of it was an insurance of a full cargo from Tientsin, Newchwang, Chefoo, Tamsui to Amoy, and it was not in respect of the sum of \$40,000. The plaintiffs came before the court saying they ought to have the policy which had been drawn up, re-formed and amended so as to make it in accordance with the risk note issued. With regard to the policy, if they were being sued upon it, then contention was that as it was drawn up it was not on the face of it a valued policy.

The hearing was further adjourned.

PIRACY ON THE WEST RIVER.

A LIVELY CHASE.

A BRITISH BLUE-JACKET WOUNDED.

[FROM A CORRESPONDENT.]

On the morning of the 31st December the steam launch *Esang* (with passenger boat in tow) was pirated and seized near Kumchuk. The alarm was given to the Kumchuk Customs station, and the armed revenue launch *Fumuntsoi*, which happened to be there, at once weighed anchor and gave chase. The *Esang* meanwhile had slipped away down river, making for Chutoushan, the pirate refuge.

Another towing launch, on her way up, meeting the *Esang*, promptly cast off her tow and joined in the pursuit. Shots were exchanged between the pirates and the Customs' launch. Next the steamer *Saikong*, from Hongkong to Samsai, met the expedition, and the captain, seeing what was up, attempted to run down the pirates. His manoeuvre, however, was not successful, but he, too, joined in the pursuit. The British officers

on the *Saikong* fired, with commendable energy, some 100 rounds or so from small arms, but although, as was found afterwards, they riddled the *Esang's* awning and woodwork, they "bagged" no pirates.

Arrived at a place near Chutoushan, the pirates made up a creek where the *Saikong* could not follow. The *Fumuntsoi*, the other launch, however, continued the chase, and at last ran the quarry to earth some miles up the creek. The pirates, unfortunately, got away safely, and the captain and crew of the launch were left to "face the music." A detention of some weeks in Canton will, perhaps, convince them of the foolishness of allowing themselves to be pirated.

The next case is more serious.

On Saturday last, 6th January, the launch *Yuening*, in the hands of pirates, was chased by the steam cutter of H.M.S. *Tweed*. As usual the pirates fled to Chutoushan, and it is more than likely the creek they went up is the same one as that patronised by the *Esang*. The cutter followed up for six miles till they came to a large village. Here the launch was abandoned, but the pirates, reinforced by some 50 villagers, poured a hot fire on our men, wounding one severely in the thigh. Of the pirates, two are known to have been killed, and probably more. As they were in ambush behind trees on the bank, our people were at a great disadvantage. They recovered the launch, however, and returned safely to the *Tweed*.

All honour to Capt. Forbes Sempill and his gallant crew for a plucky attempt to smoke out the nest of the pirates.

It is now certain that the villages in the neighbourhood of Chutoushan, at Cowlong, Kucow, and other places, if not actually the pirates themselves, are at any rate in league with them, and it is to be hoped the British authorities will force the Viceroy to inflict summary punishment on these villages, and send the *Sandpiper* to see that he does it!

PIRATES AT THE BOYNE.

A Canton correspondent sends us the following, derived from Native sources:—

Never since the Tsing dynasty has piracy been so rife as at the present time. Outrages are too numerous for count to be kept of them. The notorious pirate chief Foo Chan-hoi and his gang, numbering about two thousand persons, are so strong and bold that the mandarin soldiers dare not advance against them. They have fifteen steam-launches and a great number of snake boats at their service, and they have supplies of provisions and ammunition enough to last for years. Their ensign is a large red flag bearing the character "Foo" and a fishtail. Their hiding places are amongst the hilly recesses behind the Boyne forts, and they sally forth to make attacks by day and night upon trading junks and steam launches and to levy blackmail. Any merchant junk or steam launch willing to pay them a monthly or quarterly squeeze is given a small red flag with the character "Foo," and a fishtail embroidered in gold upon it as a guarantee against attack, and the vessel is told that it may go anywhere without fear, and that if attacked and robbed by other parties the Foo gang will endeavour to recover the stolen property. One day last month, while a party of the pirates were going up the river in a steamer, with their flag boldly flying, they met a mandarin torpedo boat. Instead of turning tails as might have been expected, they shouted out to the mandarin boat to clear away or she would be fired upon, and the mandarin boat cleared away accordingly. It is said that a short time ago when the pirate chief took a concubine, a number of trading junks, steam-launches, and merchants sent him presents of scrolls and other articles to congratulate him in the happy event, and he acknowledged the gifts very civilly.

On Monday morning an old Chinese woman was brought before Mr. Gompertz at the Magistracy charged with attempting to commit suicide. On Saturday afternoon she jumped into the Harbour from the Yanmate Ferry Wharf, but was saved from drowning by the master of the launch. The woman said she had no home and no food, and that that was why she endeavoured to do away with herself. She was ordered to be detained for a week. His Worship commended the launch master for his conduct, and made him a present of \$3.

THE GOVERNOES LEVEE.

A levee was held by H.E. the Governor on Monday afternoon. His Excellency was attended by Viscount Suidale, Private Secretary and A.D.C., Captain Sanders, H.K.V.C., A.D.C., Subadar Ahmed Din and Subadar Sardar Khan.

The following is a list of those who attended:—

H.E. Major-General Gascoigne, C.M.G.

Rear-Admiral Bruce, R.N.

The Right Rev. Bishop of Victoria

The Right Rev. the Bishop Apostolic of Hong-kong

His Honor the Chief Justice

Commodore F. Powell, C.B.

Hon. J. H. Stewart Lockhart, C.M.G., Colonial Secretary

Hon. H. E. Pollock, Acting Attorney-General

Hon. Comdr. E. M. Rumsey, R.N.

Hon. R. D. Ormsby, D.P.W.

Hon. C. P. Chater, C.M.G.

Hon. J. J. Keswick

His Honor Mr. Justice Wise

Hon. F. H. May, C.M.G.

Hon. Dr. Ho Kai

Hon. E. R. Bellios, C.M.G.

Hon. T. H. Whitehead

Hon. Wei Yuk

The Acting Clerk of Councils

F. J. Haver Droeze, Consul-General for the Netherlands

Agostinho Guilherme Romano, Consul General for Portugal and Consul for the United States of Brazil

Mr. Rounserelle Wildman, Consul-General for the United States of America

Pierre Bure, Consul for Belgium

Mr. Armin Haupt, Consul for Russia and Consul for Denmark.

Kisaburo Uyeno, Consul for Japan

Max Kutscher, Imp. and Royal Austro-Hungarian Consul

Z. H. Volpicelli, Consul for Italy

Mr. W. H. Wilkinson, H.B.M. Consul, Ningpo

The Vice-Consul for Brazil

Sir Thomas Jackson

Capt. Burke, R.N.

Capt. Clarke, R.N.

Capt. Dudding, R.N.

Capt. McGowan, U.S.N.

Capt. Rollmann, I.G.N.

Capt. Von Usedom, I.G.N.

Capt. Warreder, R.N.

Comdr. Charlton, R.N.

Comdr. H. J. Davison, R.N.

Comdr. W. Pudsey Dawson, R.N.

Comdr. Dunlop, U.S.N.

Comdr. Gilmore, U.S.N.

Comdr. W. C. H. Hastings, R.N.

Comdr. T. Chalmers McLean, U.S.N.

Comdr. C. W. M. Plenderleath, R.N.

Comdr. E. J. Warre Slade, R.N.

Comdr. Wrey, R.N.

Lieut. & Comdr. Carr, R.N.

Lieut. & Comdr. Keyes, R.N.

Flag-Lieut. Wrottesley, R.N.

Staff-Surgeon O. W. Andrews, R.N.

Lieut. C. Asser, R.N.

Lieut. E. S. Carey, R.N.

Lieut. H. P. Cayley, R.N.

Lieut. F. E. M. Garforth, R.N.

Lieut. A. G. Hamilton, R.N.

Lieut. V. E. B. Phillimore, R.N.

Lieut. H. C. Somerville, R.N.

Lieut. R. S. Williams, R.N.

Lieut. A. G. Wright, R.N.

Surgeon L. Bundon, M.B., R.N.

Surgeon G. Gibson, R.N.

Surgeon J. F. Hall, R.N.

Colonel Gorges, A.P.D.

Lieut.-Colonel The Hon. R. H. Bertie, 2nd

R.W.F.

Lt.-Colonel The O'Gorman

Lt.-Colonel Retallick, H.K.R.

Lt.-Colonel J. L. Wheeler, A.O.D.

Major H. H. Brown, R.A.M.C.

Major E. T. Buttanshaw, A.S.C.

Major A. Chapman, H.K.V.C.

Major A. F. Cooper, R.W.F.

Major S. G. Everitt, R.W.F.

Major W. W. Griffin, R.A.

Major F. V. Jeffreys, R.E.

Major F. W. B. Koe, A.S.C.

Major Luke, R.M.L.I.

Major Sir H. W. McMahon, Bt., D.S.O.,

R.W.F.

Major F. Morris, R.W.F.

Major M. Morris, R.A.

Major St. John, R.A.

Capt. P. G. Anderson, H.K.R.

Capt. Berger, H.K.R.

Capt. H. O. S. Cadogan, R.W.F.

Capt. H. B. Des Vaux, R.E.

Capt. J. M. Forbes, H.K.V.C.

Capt. Francis, H.K.V.C., *resid.*

Capt. L. A. C. Gordon, R.A.

Capt. H. S. Langhorne, R.A.

Capt. R. Morris, R.A.

Capt. C. F. Mould, R.E.

Capt. G. H. Potts, H.K.V.C.

Capt. C. B. Simonds, R.A.

Capt. The Hon. H. W. F. Trefusis, A.D.C.

Capt. W. L. Warren, R.A.

Capt. E. G. Waymouth, R.A.

Capt. A. W. Wyld, R.M.L.I.

Subadar Ashmat, R.A.

Subadar Muhamed Bux, R.A.

Subadar Labh Singh, R.A.

Jemadar Muhamed Ali, R.A.

Jemadar Sampooram Singh, R.A.

Jemadar Teja Singh, R.A.

Rev. F. T. Johnson

Rev. P. de Maria

Rev. B. H. Meers, R.N.

Rev. G. R. Vallings, Military Chaplain

Mr. G. C. Anderson

" W. Armstrong

" A. E. Aylen, R.N.

Dr. J. M. Atkinson

Mr. F. J. Badeley, H.K.P.

" J. Dyer Ball

Lieut. C. A. Ball-Acton, R.W.F.

Mr. H. Baird, R.N.

Lieut. R. K. Bagnall-Wild, R.E.

Mr. H. G. Baker, H.K.P.

" A. L. Barrett, H.K.R.

" W. W. Bills, R.N.

" F. Browne

Lieut. F. M. Browne, R.E.

Mr. E. Bowdler

" F. B. L. Bowley

" J. J. Bryan

" A. C. J. Campbell, H.K.R.

" A. R. Carré

" R. W. Castle, R.A.

" W. Chatham

" C. Clements

" A. J. Commys, I.M.C.

" R. H. Craig

" J. R. Crook, P.W.D.

" W. Davies

Mr. T. Duncan, H.K.P.

Lieut. W. J. Diggins, R.A.M.C.

Mr. A. P. L. Dupen, R.N.

" B. F. Drury, P.W.D.

" N. D. English, R.N.

" C. Ford

Lieut. O. S. Flower, R.W.F.

Mr. C. H. Gale, P.W.D.

Lieut. G. J. P. Geiger, R.W.F.

Mr. L. Gibbs, P.W.D.

" E. Goets

" H. H. J. Gomperts

" R. M. Gray

Lieut. A. C. R. Greene, R.G.A.

Mr. B. W. Grey

" J. Hannah H.K.P.

" J. W. Hanson, H.K.P.

" H. R. Harcastle

" B. B. Harker

" F. P. Harrold

Dr. G. M. Harston

" W. Hartigan

Lieut. A. Hay, R.W.F.

" H. Hill, R.W.F.

Mr. C. C. Inghbald

" A. R. Isat, R.A.

" J. W. Jones

" C. J. Judah

" B. Layton

" E. C. Lewis

" H. A. Lewis, R.A.

Lieut. W. Loring, R.G.A.

Mr. R. H. B. Mackay, R.N.

" A. Mackie, H.K.P.

" A. Mackenzie-Grieve, R.N.

" A. McConachie

" J. McKie

" W. H. Mannors

" C. Melbourne

" D. McDonald, H.K.P.

" D. McLennan, H.K.P.

" R. Mitchell, H.R.V.

" C. F. L. Mulliken, R.A.

" C. Nieriker (Manila)

Mr J. C. Peter

" R. F. Peiniger, R.A.

" W. Robertson, H.K.P.

" H. A. Ritchie

" H. W. Robertson

Lieut. C. F. Randall, R.E.

" H. Strong, R.M.L.I.

Mr. H. W. Slade

" G. Stewart

" T. Skinner, H.K.V.

Mr. P. Sachse

Mr. A. Seth

Mr. E. H. Sharp

Mr. E. C. Smith

Mr. H. Smith

Mr. A. J. H. Smythe

Mr. A. H. Stewart, H.K.V.

Lieut. A. C. J. Stevens, R.E.

Mr. A. P. Stokes

Lieut. C. J. Stockwell, R.W.F.

Mr. J. Thurburn

Mr. H. P. Tooker

Mr. A. S. Tuxford

Sub-Lieut. W. H. H. S. Thomson, R.A.

Mr. R. G. Thomson, R.A.

Mr. J. H. Underwood

Mr. G. I. Veitch

Mr. H. P. Wadman

Mr. T. M. Wakefield, R.A.

Mr. W. G. Warnock, H.K.P.

Mr. T. J. Wild

Mr. M. L. Wilkinson, R.A.

Mr. D. Wood, P.W.D.

The following gentlemen were prevented by

indisposition from attending the levee:—

The Hon. Colonial Treasurer

The German Consul

Dr. G. A. Bateson Wright

The Rev. R. F. Cobbold.

**THE HON. C. P. CHATER, C.M.G.
RE-ELECTED TO THE LEGISLA-
TIVE COUNCIL.**

MEETING OF JUSTICES ON MONDAY.

On Monday afternoon a meeting of the Justices of the Peace was held in the City Hall for the purpose of nominating a Justice as an unofficial member of the Legislative Council in the place of the Hon. C. P. Chater, C.M.G., whose present term expires on the 14th inst. Mr. H. H. J. Gompertz (Active Police Magistrate) presided, and the following Justices were present:—Sir Thomas Jackson, Hon. Dr. Ho Kai, C. P. Chater, T. H. Whitehead, and Wei Yuk. Messrs G. C. Anderson, F. H. Arjane, C. C. Cohen, G. C. Cox, D. B. F. Crawford, A. J. David, A. Denison, Fung Wa Chuen, R. M. Gray, V. A. C. Hawkins, F. Henderson, A. Shelton Hooper, Hu Shun Tsub, P. Jordan, Lau Wai Chuen, Leung Pui Chi, Leung Shiu Kong, James McKie, H. N. Mody, A. G. Morris, J. Orange, C. Palmer, J. C. Peter, G. W. F. Playfair, A. J. Raymond, T. H. Reid, H. A. Ritchie, E. H. Sharp, E. Shellim, R. G. Shewan, G. Stewart, G. T. Veitch, Dr. J. F. Wales, R. C. Wilcox, Wong Shing and A. G. Wood.

The CHAIRMAN said that on the 15th December last he received instructions from His Excellency the Governor to call a meeting of the Justices for the purpose of electing a Justice to serve as an unofficial member of the Legislative Council in the place of the Hon. C. P. Chater, whose tenure of office would expire on the 14th of this month. The notice convening the meeting of Justices was inserted in the *Government Gazette* and copies were forwarded to each individual Justice, together with full particulars of the procedure to be observed in the election. The voting would be by ballot. Every Justice would receive a ballot paper and have his name recorded by the clerk. He was now prepared to receive nominations. The name of every candidate was to be proposed in writing by one Justice and seconded by another. Official Justices of Peace were not entitled to vote.

Sir THOMAS JACKSON nominated the Hon. C. P. Chater.

The Hon. J. J. KESWICK seconded.

The CHAIRMAN asked if any other candidate was proposed for election. If any other candidate was proposed the proper course would be to proceed by ballot. If no other candidate was proposed he should call for a show of hands.

Mr. PLAYFAIR—Is it permissible to ask a question of the candidate?

The CHAIRMAN—The notice says, "Any other matters connected with the order of proceeding would be determined by the wishes of the majority of the Justices present."

Mr. PLAYFAIR—I would like to ask him one question. I would like to ask him whether there is any truth in what has been stated in the public press that his duties on the Executive Council muzzle him on the Legislative Council?

The CHAIRMAN was about to ask the direction of the Justices on the matter when—

The Hon. C. P. CHATER remarked—I may save the time of the Justices of the Peace present by stating that it is absolutely wrong.

The CHAIRMAN—Well, the question has been answered by the honourable gentleman.

Mr. PLAYFAIR—That is all right.

The CHAIRMAN—I have received no other nomination. If no other Justice wishes to nominate any candidate I now call for a show of hands.

This resulted in 39 Justices voting for Mr. Chater and none against.

The CHAIRMAN declared Mr. Chater unanimously elected.

Mr. CHATER said—Gentlemen: I have once again to thank you most sincerely for this renewed mark of your confidence in me by re-electing me to represent you in the Legislative Council of this colony. This is the fourth time you have done me this honour, a fact I can record with equal pride and pleasure. First in 1886, when your then representative, Mr. Frederick Sassoon, went home on leave, you elected me to act for him. Twelve months later on, in 1887, I was abroad on a short holiday in India, you again unanimously elected me as your representative for the fourth time in six years. On the completion of that period, early in 1894, you a third time elected me unanimously for a further term of six years, which will expire on the 14th instant, and now you have for a fourth time chosen me to represent you for another period of six years. If God spares my life and I am able to serve for those six years, I shall have represented you in the Legislative Council for nineteen continuous years, which you will admit is a long term. Well, gentlemen, I can promise you that if I complete that period, I shall then ask you to elect some younger and more energetic man than myself, for I think a time comes when the seniors step aside to make room for new comers and fresh blood. During the thirteen years I have already served on the council, I can conscientiously assure you I have had but one object in view, and that object has been the promotion of the best interests and welfare of the colony (Applause). How could it be otherwise, seeing that I have spent more than two-thirds of my life in it, and that all my interests are bound up with its prosperity. I have shared in its adversity, I have partaken of its prosperity. I may have made mistakes—who amongst us has not—but I can truly say that my conclusion were taken for the best, and that if I made mistakes I suffered for them. Gentlemen, it is said that experience teaches, and I claim to be open to its teachings, so that we will hope that the new period on which we are entering may be marked by greater prudence and a ripened discretion. I thank you again for the great honour you have done me in electing me four times to represent you in the Council (Applause).

The CHAIRMAN—That, gentlemen, is all the business before the meeting. It will now be my duty to make a proper report of the proceedings to His Excellency the Governor.

Mr. E. Georg, in his weekly share list dated 6th January, says:—The December settlements have passed off better than expected, and on Tuesday the market opened very strong with buyers for a good many stocks. A very fair general business has been transacted during the week, and at rates which, in most cases, show a substantial improvement upon those ruling before the holidays. The market closes strong with an inclination to buy, and this in spite of the fact that financial facilities are difficult to obtain at present, which feature presents a strong probability of an increased demand as soon as money becomes more abundant again.

THE SOUTH AFRICAN FUND.

A VARIETY ENTERTAINMENT IN AID.

On Saturday evening a variety entertainment in aid of the South African Fund was given in the Theatre Royal under the patronage of H. E. Sir Henry and Lady Blake, H. E. Major-General and Mrs. Gascoigne, Rear-Admiral and Mrs. Bruce, Sir Thomas Jackson, and all the leading citizens of Hongkong. The theatre had been appropriately decorated for the occasion. A trophy of Union Jacks adorned each side of the stage, whilst the dress circle was enclosed with British flags, which, the night being somewhat sharp, added considerably to the coziness and brightness of the scene. There was a crowded audience. Every seat in the dress circle had been bespoken, and the other parts of the house were also filled. A more representative audience of the British community in Hongkong could not have been got together. The Army, Navy, Government officials, commercial men, and the general classes all joined to show their appreciation of the effort to relieve the sufferers from the war.

The Band of the Royal Welsh Fusiliers occupied the orchestra, and they opened the programme with the overture "The Poet's Song" (Godfrey). Mr. G. H. Ardron followed with the song "Who carries the gun" (Leslie Stuart), of which he gave an admirable rendering. A tambourine dance was the next item. It was taken part in by Miss Anita D'Almada e Castro, Miss Minnie D'Almada e Castro, Miss Sayer, Miss Mabel Seth, Miss M. D'Almada Remedios, and Miss F. D'Almada Remedios. This was an exceedingly pleasing exhibition. The dancing was graceful and the dresses pretty, whilst the effect was enhanced by the limelight. An encore was demanded. Mrs. W. W. Campbell next appeared in the song "Il Bacio" (Arditi), and in response to a recall she substituted "Ninon." Mrs. Campbell has a beautiful and well-cultivated voice, which showed to particular advantage in "Ninon." Mr. G. P. Lammert sang "The Absent-Minded Beggar," to music composed by Mr. A. G. Ward, organist, of St. John's Cathedral. Mr. Lammert did his part well and was deservedly encored. The musical composition, however, hardly goes with sufficient swing to ensure any great popularity.

The first part of the programme concluded with the comedietta "My Milliner's Bill." This little piece was one of the features of the evening. It was taken part in by Mrs. Borrett, Viscount Suirdale, and Mr. Noble, the first named appearing as Mrs. Merridew, the second as Mr. Merridew, and the third as the servant. Before her marriage Mrs. Merridew was a variety hall favourite, and was reputed to be the best dressed woman on the stage. After her marriage she endeavours to maintain this reputation, with the result that her dress allowance of £200 a year has been exceeded by twice that amount. She is threatened with legal proceedings, and is at her wits end to know what to do. She fears to tell her husband of her dilemma. He, however, has been enlightened from another source, and has arranged matters, but decides to give his wife a lesson before informing her of this. Consequently he disguises himself and sends the poor lady into a fit of terror by representing himself as "a man in possession." He proceeds to mark the furniture "Lot 1," "Lot 2," etc., and only consents to delay extreme measures on condition that she entertains him with a song and dance, which he professes to have admired in her variety hall days. She agrees to this, and the unwelcome visitor subsequently takes his departure. Her husband immediately afterwards makes his appearance. Explanations ensue, and the lady's mind is set at rest. It will be seen that there is nothing very special about the comedietta itself. It owed its success entirely to the clever acting of Mrs. Borrett and Viscount Suirdale, who certainly eminently distinguished themselves. Viscount Suirdale's disguise as "the man in possession" was excellent, whilst Mrs. Borrett's dancing was very clever.

The Band opened the second part of the programme with the overture "On Land and Water" (Dunkley). Mrs. G. R. Vallings was recalled for Blumenthal's "The Requital," which she sang beautifully. The next item was a selection from the first act of "Dorothy," the

characters being represented by Mrs. Mitchell ("Lydia"), Mrs. Lowson ("Dorothy"), Mr. G. P. Lammert ("Sherwood"), Mr. C. H. Lammert ("Wilder"), and Dr. J. A. Lowson ("Lupit"). This was another very successful performance, those who took part in it being thoroughly deserving of the hearty applause which greeted their efforts. The costumes were very good. Dr. Lowson's capital get-up as the old country publican was particularly commented upon. A couple of selections by the Zither and Mandoline Band of H.M.S. *Barfleur* took very well, whilst the outlass and nine-pounder gun drill by seamen from the same vessel was uproariously applauded. Mr. C. H. Grace thoroughly stirred the audience by his spirited singing of "Soldiers of the Queen." Miss Anita D'Almada e Castro next appeared in a dance, "Silver spray." This was another very pretty exhibition, and the fair dancer was warmly applauded and recalled. The programme concluded with a most striking tableau entitled "Britannia." Mrs. Gedge appeared as Britannia, and the various arms of the service in Hongkong were represented. The proceedings terminated with the singing of "God save the Queen," Mrs. Vallings taking the solo. Those responsible for the drawing up of the programme are deserving of every credit, as it was most admirably arranged.

The Committee have to thank:—Trustees of City Hall for use of Theatre, Lt.-Col. Bertie and Officers, R.W.F., for Band, the Gas and Electric Light Companies for free lighting, the four local newspapers for free advertisements, Messrs. Robinson & Co. and Lane, Crawford & Co., for pianos, Messrs. Guedes & Co. for sundry printing, the *Hongkong Telegraph* for programmes, the *China Mail* for tickets, Messrs. Brewer & Co. for loan of pictures, the Tramway Company for extra trams, Mr. Lau A. Yau for running the booking office, the A.D.C. for scenery, property, dresses, &c., Messrs. Kruse & Co. for welsbach apparatus.

THE RECENT FIRE AT WEST POINT.

OPENING OF THE ENQUIRY ON THURSDAY.

On Thursday afternoon Mr. Gomperts opened an enquiry at the Magistracy into the circumstances connected with the recent disastrous fire at West Point, on which occasion three godowns were completely gutted and other damage done. Representatives of the different insurance companies interested were present and suggested some of the questions put to the witnesses.

Captain Superintendent May, who conducted the enquiry, said he proposed in the first instance to show the contents of the godowns.

Chan Sy, who keeps the accounts for the Chap Yik Godown, was the first witness called. He said he resided on the premises, and produced the books kept by him showing what was stored in the godown at the time of the fire, with the exception of the contents of three compartments which were rented out. The godown was divided into nine compartments, No. 1 was his office, No. 2, 3, and 4, were godowns, No. 5 was used by the jokid to live in, and Nos. 6, 7, 8, and 9 were godowns. In No. 2 godown there were stored 463 packages of fire crackers and another lot of 34. There were 12 packages of fire-crackers in No. 9. His book showed that there other packages of crackers stored without the godown being specified. Besides the Chap Yik Godown his book referred to seven other godowns, which were not burned. The last named crackers were stored in No. 256 Godown, where a fire took place last October. He was in the colony at the time of the fire, living in the godown.

Cheung Choi, the court translator, said he had examined the books produced, and certified that the entries therein corresponded with those in the translation produced. He read out these items.

Other evidence as to the contents of the godowns was given, and the enquiry was adjourned.

The return of cases of communicable disease reported last week shows that there were two fresh cases of plague with three deaths and one case of enteric fever.

THE SHELL-COLLECTING MONOPOLY.

WRITS ISSUED AGAINST JUNK OWNERS.

Appropos of the shell-collecting monopoly, it may interest our readers to know that ten writs have been issued against junk-owners by Lai Po and Leung Lai Tong, the following being the particulars of claim:—

"The plaintiffs, as lessees from Her Majesty the Queen of a certain piece or parcel of ground covered by the sea off the eastern shore of the island of Lantau, in the colony of Hongkong, claim from the defendant the sum of \$100, being damages for the wrongful act of the defendant in trespassing upon the said premises and taking therefrom certain shells and corals, the property of the plaintiffs, on or about the 18th December, 1899, and their costs of suit."

RE-OPENING OF PORTS IN LUZON.

It has already been announced by special telegram to the *Daily Press* that certain ports in Luzon were to be re-opened to trade on the 1st January.

The following official despatch on the same subject, received on Saturday morning, has been passed by the direction of H.E. the Governor:—

British Consulate,
Manila, 1st January, 1900.

Sir,—I have the honour to report that by order of His Excellency Major General Otis, the ports in the Northern part of this Island of Luzon are to-day declared open for all commercial purposes.—I have &c., &c.,

(Sd.) R. H. HARFORD.

To His Excellency The Governor of Hongkong.

THE QUEEN AND THE NAVY LEAGUE.

The following item of intelligence has been despatched by the Navy League to the Press throughout the Empire. As Her Majesty has now thought fit to support the League it may be considered that a greater amount of financial support will be received than has hitherto been experienced:—

In response to a letter addressed to Sir Arthur Bigge, K.C.B., by Mr. A. A. Somerville, the Hon. Secretary of the Windsor and Eton Branch of the Navy League, on the subject of the training vessel for boys established by that organisation, now moored on the Thames at Windsor, the following reply has been received from Sir Fleetwood Edwards, K.C.B.:—

Windsor Castle,
4th December 1899.

Dear Sir,—Sir Arthur Bigge has handed me your letter of the 30th November, the contents of which I have laid before the Queen, who desires me to enclose a cheque for £10 as a donation from Her Majesty to the funds of the Windsor and Eton Branch of the Navy League.—Believe me, yours very truly,
FLEETWOOD I. EDWARDS.

REVIEWS.

Au Pays des Pagodes. By A. RAQUEZ. Shanghai: Imprimerie de la Presse Orientale, 1900. (Hongkong: Kelly and Walsh, Limited.)

In 1898-99 M. Raquez made a tour in Southern and Central China, during which he kept a full and racy diary. This he has reprinted in a handsome and lavishly illustrated volume. Starting from Hongkong M. Raquez proceeded to Canton by the Hankow, visited Macao on his way back, went from Hongkong to Shanghai, thence up the Yangtze to Hankow, and then through the provinces of Hunan and Kweichow, and back to Shanghai. While in Kweichow he saw the famous quicksilver mines, the concession for which had been secured by a French Company. On his return to Shanghai he was greeted with the news that the concern had been made over to the Anglo-French Quicksilver Concession and Mining Co., Limited, which leads him to indulge in doleful reflections on French errors and neglect in China. France has secured a territorial concession at Hankow, most of which has been

bought up by Belgium, which has no concession of her own, and on the land thus obtained the station of the Hankow and Peking Railway is to be built. Of the shares in that line only 36,000 were issued in Belgium, while France took 186,000; yet France has nothing to say in the construction or management of the line. So with the Manchurian lines; they are being made with French money, but they are not French. And then comes the transfer of the Kweichow quicksilver mines, a last straw that seems to have completely broken poor Mr. Raquez's back, causing him to conclude his charming volume with the following lugubrious reflection:—

"Oui, le cœur saigne lorsqu'on assiste, impuissant, à semblables folies; lorsqu'on songe que ce pays de Chine a été arrosé du sang de nos compatriotes et ouvert par eux à ces cosmopolites d'aujourd'hui qui promènent fièrement leur drapeau là où l'étendard tricolore aurait dû flatter sans conteste."

"Bien des fois, au cours de ces longs mois passés en Chine, j'ai dû courber le front et rougir; je ne puis, en terminant la relation fidèle de ces impressions d'un voyageur, retenir le cri qui me monte aux lèvres: Pauvre France!"

This, however, must not be taken as a fair sample of the style of the book, which, on the contrary, is lively and entertaining. The journey from Hongkong to Canton occupies one chapter, four chapters are devoted to Canton, one to Macao, one to Hongkong, five to Shanghai, two to the Yangtze, three to Hunan, and five to Kweichow. The descriptions of scenes and incidents in Hongkong will be of especial interest to residents in the colony. In this connection there is one little feature that may be noted. During his stay here M. Raquez was continually dropping across French friends from Canton who had come down "to have their hair cut," because "shameen does not boast a barber's shop of its own. Is it this that brings some of our English friends down so often? When we leave business to make a journey it is well to have a plausible excuse, and haircutting may serve as well as another."

M. Raquez, during his short stay here, saw more of the colony probably than many old residents have seen in all the long years they have lived in the place. Amongst other things, he made a journey to the flagstaff to see the sunrise, and this is his description of the ascent and its reward:—

Trois heures et demie du matin. Il est dur de sauter du lit quand l'on se trouve brusquement expulsé du pays des rêves.

Il le faut cependant, car une excursion matinale au pic a été décidée.

All right! forwards! Ce que je deviens Anglais!

Le fidèle Nguyen enroule dans une natte des plaids et un déjeuner froid, puis la canne à la main, nous voilà à par Battery Path sur la route de la montagne.

Quatre heures sonnent. De temps à autre un coolie avec son fardeau sur l'épaule, un grave Hindou la carabine en bandoulière, et nous grimpons toujours la pente parfois très raide.

La lumière des lampes électriques nous suit jusqu'à mi-route, c'est à dire jusqu'à l'endroit où s'étagent de chaque côté du chemin de somptueuses villas.

Nous n'avons plus ensuite pour guider nos pas que cette obscure clarté qui tombe des étoiles.

Qu'il fait délicieux à cette heure!

La route est macadamisée sur toute sa largeur. Dans les pentes trop rapides, des stries ont été creusées afin d'aider la marche. De chaque côté, des rigoles en ciment pour l'écoulement des eaux.

Six cents mètres (1825 pieds anglais) à gravir de la sorte. A cinq heures nous sommes à la station du tramway et vingt minutes plus tard sur la terrasse du sémaphore, le point le plus élevé de l'île. L'ascension dure donc environ une heure et demie.

Spectacle merveilleux. L'orient s'irradie peu à peu sur notre droite, au delà des montagnes; le bleu du ciel, tout-à-l'heure si profond, se dégrade et blanchit; les étoiles semblent fuir l'une après l'autre dans les profondeurs de l'azur, chassées par le maître du jour qui veut régner seul et sans conteste. Le voilà le Seigneur et Maître qui sort de l'horizon, tel qu'une de ces fées de théâtre que les machinistes font émerger lentement de dessous de la scène.

Et quel décor! Des centaines de pics et de mamelons couleur de feu accusant leur origine volcanique, d'innombrables îles qui nagent dans la mer bleue, de multiples baies enveloppant dans leur courbe gracieuse les barques des pauvres pêcheurs de la côte comme une poule abrite ses poussins et là en face de nous la masse de Victoria encore endormie, sous la garde de ces énormes cuirassés qui, vus de ces hauteurs, apparaissent bien misérables en présence de l'immensité; par toute la rade les steamers, les voiliers rangés chacun à leur poste comme les pièces d'un échiquier—les sampans, points presque imperceptibles (1)—et plus loin Kowloon dont les docks semblent s'éveiller—plus loin encore, tout là bas, les montagnes de Chine derrière lesquelles des millions de fourmis jaunes vont reprendre tout à l'heure le travail de patience qu'elles ont accompli hier et qu'elles accompliront demain.

La mort régnait il y a quelques secondes et voilà que la résurrection s'opère. Tout s'agite et renait. Peuple, reprends ta charge, travaille à la sueur de ton front, car il te faut lutter pour conserver l'existence!

La brise souffle ici. Les plaids ne sont point superflus malgré les chauds rayons du soleil. L'ascension a aiguisé l'appétit: aussi faisons nous grand honneur au déjeuner déjà étalé près du banc de la terrasse. Les gardiens des signaux nous offrent des bananes, des biscuits, des pommes, du soda. Enfoncé Lucullus! Tu ne mangeras jamais certes de meilleur appétit.

The New Pacific. By HUBERT HOWE BANCROFT. New York: The Bancroft Company, 1900.

MR. BANCROFT has taken a great theme, and he deals with it worthily. His work is, perhaps, a little too discursive, but what to the reader in China does not seem of immediate interest may prove so to the reader on the other side of the great ocean with which the author deals. The first chapter is headed "Now and Then," in which a comparison is instituted between the trade and the stage of industrial development now and sixty years ago in the countries bordering on the Pacific. Nowhere, as the author says, is history so rapidly being made as in and around the Pacific Ocean; nowhere is the evolution of events which stand for progress of more increasing interest and importance. Those who wish to realise the progress of the past and to place themselves in a position to estimate the progress of the future cannot do better than study Mr. Bancroft's pages. The subject should be one of engrossing interest to residents in this "the financial focus of the Far East," for no place is more vitally interested than Hongkong in the development of the Pacific seaboard east and west and of the islands that dot the ocean's broad expanse.

The year ninety-eight was a memorable one for the United States and for the world. It saw the destruction of Spain's colonial empire and the rise of the United States as a colonising and Far Eastern Power. Mr. Bancroft, in his second chapter, gives a review of the events of the year connected with that great movement, and in subsequent chapters he traces the history of the war and states the case for and against Imperialism and the policy of expansion, his own conclusions on the latter point being stated as follows:—

"As the matter stands, we have only to accept the situation as it exists at present, and work out for ourselves as best we are able the glorious future which waits on intelligent effort. For expansion is not a policy, but destiny; it is not nor has it been a sudden or unexpected acquisition, but a development, seemingly slow but really rapid and continuous. And were there such a theory formulated as part of our system of government, as a policy of expansion, it could be nothing more after all than the adaptation of methods to conditions, in the future as in the past."

The chapter on the Far East opens with the aphorism that "the history of China begins in fable and ends in foolishness." But the end has not been reached yet, and further on Mr. Bancroft shows that he is not without faith in the future of that nation. Though he quotes a saying attributed to President Kruger—(we were not aware before that Mr. Kruger had interested himself in Chinese affairs)—that "China is not a state but a people, headless like a flight of locusts, but lacking the com-

munity instinct which makes of locusts a great people though they have no king," he himself expresses the opinion that China "is behaving very well under the infliction of enforced civilisation, and if allowed the opportunity will develop under her own rule as Japan has done." Let us hope it may be so. As to the position of America in connection with this question, he says "it is not only the policy but the duty of the United States to come squarely to the front as one interested in the affairs of China, and not afraid of responsibility." He touches on the Chinese exclusion law in the States and appears to think it unnecessary, "That the Chinese if freely admitted will possess and denaturalise America," he says, "we need no more fear than that the African, or Irish, or Italian, or Mexican, if freely admitted, will possess and denaturalise America." He points out, too, the inconsistency between the fear entertained of the Chinese and the readiness with which political privileges have been granted to the negro.

"Since," he says, "California first raised the cry, 'The Chinese must go!' the Government finally endorsing it, the people's politicians have given the ballot to four millions of low, ignorant, emancipated slaves. What material for citizenship for the world's foremost republic! How proud we should be of our birthright; how admirable to be the peer of this brutal and barefooted black man, to walk beside him to the polls, there to discharge the most solemn obligation imposed upon an intelligent freeman."

Yet Mr. Bancroft comes of abolitionist stock and has himself always been the friend of the negro. "To be kind to them," he says, "to give them the protection of our laws, to educate and elevate them if you will, was our duty, but to make them our law-makers, our masters, was our disgrace." These, too, are the principles he would apply to the government of the Philippines. Speaking of the aboriginal inhabitants of tropical islands in general, he says:—"As it is the destiny of all savage peoples to give place to civilization, so these half or wholly savage islanders must be content to have their affairs managed by these stronger and more intelligent than they." Of the Philippines in particular he says:—"So long as a people are unfit for self-Government, like the Filipinos for example, it is no kindness to give it to them. What they want is protection and guidance while being taught how to live, and work, and deal with one another."

Mr. Bancroft's book is well worth reading and should find a place in the library of every one interested in studying the development of the Far East. It is bound in a handsome cover, with a design by Miss Maitland Armstrong, tamped in gold on sea green, representing ocean waves and sea-shells, with the Ancient Mariner telling to the Wedding Guest the story of his adventures in the Pacific, and how he had killed the albatross, the bird that made the wind to blow, thus bringing upon himself and others dire misfortune. On a paper wrapper protecting the cover the following statement of the purpose of the book is printed:—"Here for the first time are presented the countries around the Pacific Ocean as an entirety, resources and industries, history and romance, together with the events leading to the present active development."

RIOTOUS SOLDIERS AT CANTON.

[FROM A CORRESPONDENT.]

Canton, 6th January.

When the Viceroy Tzu arrived at Canton to take up the post of Viceroy, which he is now relinquishing, he brought with him some regiments of Hunan soldiers. During the years that have since elapsed some of the men have resigned or been dismissed while others have deserted, and a large number of these have become destitute. As the Viceroy is now leaving he gave instructions to the Namhoi Magistrate to arrange the passage home of these men. This was done and on the 2nd inst. they were ordered to embark. On the 3rd, however, the cold weather suggested to them that going North they would require warm clothing. Accordingly they marched straight into the Namhoi Magistrate's yamen to ask for money to buy wadded clothes. The Magistrate gave each

of them a few ten cent pieces, and they left. On the 4th they again appeared at the yamen to ask for more, and their request not being complied with several hundred of them gathered together and at night stormed the yamen. The soldiers of the Shon 'Ten' regiment, under the command of General Wong Kum-fook, and the soldiers of the Fuk 'Ten' regiment (one of the Black Flag chief's regiments) were sent for to suppress the riot. In the melee that ensued several of the soldiers were killed and wounded and others ran away, the Black Flags escaping over the roofs. The furniture in the Magistrate's court room was entirely smashed. In order to pacify the clamorous crowd the Magistrate gave each man \$1.80, upon which they left.

THE WANCHAI WAREHOUSE AND STORAGE CO., LTD.

The following is the report for presentation to the shareholders at the ninth ordinary annual meeting, to be held at the offices of the general managers, at 3 p.m. on Monday, 15th January:—

The general managers beg to submit to the shareholders their report on the working of the Company, with a statement of accounts, for the year ended 31st of December, 1899.

In the same way as in the previous year an interim dividend at the rate of \$1.50 per share was paid on the 8th July out of the half-yearly rental from the Hongkong and Kowloon Wharf and Godown Company, Limited. The balance now at credit of profit and loss account, including the balance of \$387.18 from last year, amounts to \$4,330.32. After providing for the final dividend at the above rate, absorbing \$3,900.00, there remains a small surplus of \$430.32, which it is recommended to carry forward to new profit and loss account.

AUDITOR.

The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

MEYER AND CO.,

General Managers.

Hongkong, 8th January, 1900.

LIABILITIES AND ASSETS, 31st DECEMBER, 1899.	
To capital account: 2,500 shares at \$100, of which \$37.50 paid up	\$ 97,500.00
To mortgages of	\$140,000.00
To mortgages of	20,000.00
	160,000.00
To dividend account	387.18
To reserve fund	2,500.00
To balance of profit and loss account	4,330.32
	\$264,712.82
By Hongkong and Shanghai Banking Corporation	\$ 4,712.82
By property account	260,000.00
	\$264,712.82

PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDED 31st DECEMBER, 1899.	
By balance of 1898	387.18
By net rent for premises of the Hongkong and Kowloon Wharf and Godown Company for 1st half year, 1899	4,150.00
By net rent for premises of the Hongkong and Kowloon Wharf and Godown Company for 2nd half year, 1899	4,150.00
By transfer fees of 1899	16.00
By interest account, 1899	27.14
	\$8,730.32
To interim dividend paid for 1st half year, 1899	3,900.00
To commission to General Managers for 1899	100.00
To net profit	4,730.32
	\$8,730.32

In the Legislative Council on the 14th December the Colonial Secretary stated in reply to the Hon. T. H. Whitehead that no exclusive privilege or monopoly for the dredging for and collection of shells used in the manufacture of lime had been granted in the waters of the New Territory. In the *Daily Press* of Saturday the Lee Hing Company advertise that they "have been granted the monopoly of dredging and collecting shells in and around Ping Chau Island for the purpose of burning lime," etc. Where lies the truth?

CHINA PROVIDENT LOAN AND MORTGAGE CO., LIMITED.

The following is the report for presentation to the shareholders at the third ordinary general meeting to be held at the office of the general managers on Saturday, 13th January, at 12 o'clock, noon:—

Annexed we have the pleasure to lay before shareholders a statement of accounts made up as to 31st December, 1899.

The gross earnings for the past year amount to \$62,043.82 and after deducting all expenses, remuneration to General Managers, Consulting Committee's and Auditors' fee, there remains a balance of \$46,225.23, which it is recommended be appropriated as follows, viz:—

To place to reserve fund	\$6,000.00
To pay a dividend of 8 per cent	40,000.00
To carry forward to the credit of next year's account	225.23

As will be seen from the account, very little outside capital has been so far obtained by the issue of debentures, and a gross earning of \$62,043.82, over 12 per cent. on the capital alone, is very satisfactory.

In accordance with the articles of association, Messrs. J. H. Lewis, J. S. Van Buren, Chow Hing Kee, and Chau Tung Shang retire, but offer themselves for re-election.

The accounts have been audited by Messrs. F. Henderson and W. H. Potts, who are recommended for re-election.

SHEWAN TOMES & Co.,

General Managers.

Hongkong, 4th January, 1900.

PROFIT AND LOSS.	
Charges	\$ 173.06
Allowance for office expenses	5,000.00
Consulting Committee's fee	4,000.00
Auditors' fee	200.00
Depreciation for 1899	110.50
Balance	46,225.23

Balance	\$55,708.79
Interest on mortgages and loans	\$62,043.82
Less interest paid, commissions, &c., &c.	7,075.40
	\$4,970.42
	\$55,708.79

BALANCE SHEET.	
LIABILITIES.	
Capital 50,000 shares at \$20 (\$10 paid up) ..	\$500,000.00
Reserve fund	4,000.00
8 per cent. debentures	8,500.00
Sundry creditors	7,834.50
Due to General Managers	463.50
Hongkong and Shanghai Banking Corporation ..	7,972.88
Balance of profit and loss	46,225.23
	\$574,316.11

ASSETS.	
Loans—Provident loans	\$481,853.04
Loans on mortgage, goods, shares, &c.	87,295.43
	\$569,148.47
Furniture	1,110.50
Less depreciation	110.50
	1,000.00
Sundry Debtors	2,366.34
Cash	1,807.80
	\$574,316.11

News has been received at Shanghai by wire of the death at home of an old and most popular resident of Shanghai, Mr. Edward W. Bett, who was about 65 years of age. He came out to Shanghai at the end of the fifties or beginning of the sixties as silk inspector to Messrs. Jardine, Matheson and Co., and in 1870 became a partner in George Barnett and Co., afterwards Dyce and Co., going home some 20 years ago to join the London firm of Elias and Co. He was a very prominent member of society here in the sixties and seventies. He largely helped to lay out the present cricket ground, was for many years one of the pillars of the Rowing Club, and was a most valuable member of the old Philharmonic Society and the Amateur Dramatic Club. He was most heartily liked by everyone who knew him, and it is with very deep regret that we announce his death. His wife, to whom he was deeply attached, predeceased him. They had no children.—*N. C. Daily News.*

RAUB AUSTRALIAN GOLD MINING CO., LIMITED.

Private telegraph advices have been received to the effect that during the months of November and December 2,050 tons of stone were crushed, realising 1,650 ounces of smelted gold. This makes the total output for the year 12,365 ounces against 12,866 ounces in 1898, 11,402 ounces in 1897, and 8,723 ounces in 1896.

The following is the acting manager's report for November:—

RAUD HOLE SECTION.

At the date of the report the winze had been sunk the required depth of 10 ft. and a start made to open out at a total depth of 322 ft. from the surface. The drive was driven north on a small lode formation for about 18 ft. when work had to be suspended owing to the recent heavy rains finding their way through the old native workings. I have put in a second steam pump, and, if we have fairly dry weather, hope to be able to resume work here. It is very unfortunate that we should have had such heavy rains just at this time, as, if the rains had only kept off for a few weeks longer, we would have had the drive into where we expected to cut the ore, and have proved whether the rich ore lives at this depth.

BUKIT HITAM.

Prospecting Workings 100 feet Level.—The prospects of this mine continue very good. In the north end there is a large irregular body of ore carrying fair gold. It is impossible to say how large it is. In the south drive, same level, the prospects continue very favourable. In the face of the main drive there is a lode fully 3 feet thick in which gold can be freely seen. All work at this level has been suspended, and sinking of main engine shaft resumed. This shaft is now sunk and timbered to a depth of 125 feet. We have still 35 feet to go before opening out and starting permanent mining operations here. The prospects of this mine are exceedingly good, and I will be very much disappointed if we do not have a mine here quite equal to Bukit Koman.

BAKU KOMAN.

Main Shaft No. 1 level north.—The main level is being gradually brought round again to the course of the lode, which we ought to strike shortly. The face of the drive is in clean good working country.

South end same level.—This has been extended 46 feet, and is now in a total distance of 1,286 feet south from the main engine shaft and 136 feet south of the No. 1 south engine shaft. The lode is very much disturbed, there being branches of quartz and leaders all over the face, but nothing permanent.

Stopes.—These are looking fairly well. The leading stope has very much improved. For several hundred feet it was small, but it has now opened out to over 10 feet wide, carrying fair gold. This improvement, both in size and quality, has every prospect of being permanent, as in the No. 7 south air shaft now being sunk over 106 feet south of this stope we have cut a nice lode at a depth of 80 feet, in which good gold can be freely seen, so that we can reasonably expect the improvement in the stopes to continue up to and probably past this shaft. These new finds have greatly improved the prospects of this section of the mine. In stopes Nos. 5 to 8 there is no change, but in No. 9 and 10 prospects have improved, and gold can be seen in the ore.

No. 3 south air shaft.—An intermediate drive was started at a depth of 80 feet in this shaft it open up some rich ore found when sinking to. This drive is now in over 30 feet on a nice lode fully 3 feet thick, in which gold can be plainly seen. We hope to be able to trace this and connect it with our main stopes.

No. 2 level north end. The east cross cut is now in 17 feet. I have stopped this and resumed driving north on the main lode formation.

No. 2 level south end.—We are still driving north and south on the ore cut at the foot of No. 2 south winze. The lode will average about 4 feet of nice ore, carrying fair gold. There is a slight improvement in the quality of the ore here, and gold can be seen in breaking it.

No. 1 north engine shaft.—This is now sunk and timbered about 100 feet, and preparations are being made to put in the opening frame.

In sinking this shaft we cut a nice lode about 9 feet thick carrying payable gold. This adds greatly to the value of the Bukit Koman Mine, and we can reasonably suppose it is a continuation of the Bukit Koman lode which we have profitably worked for years past. This shaft is 1,250 feet north of the Bukit Koman main shaft, and the south drive is 1,286 feet south from it, a total distance of 2,536 feet or nearly half a mile between the north and south workings, with payable gold showing in both places. This will give you some slight idea of the extent and future prospects of the Bukit Koman Mine.

BUKIT JELIS.

150 feet level.—Prospects have if anything improved here. No. 1 north drive is in 52 feet. The lode is about 4 feet thick but it is very much split up and is not payable. No. 2 north drive is in a total distance of 83 feet, with a nice lode fully 3 feet thick, carrying a little free gold. This lode is highly mineralized, the concentrates from it assaying slightly over 3 ozs. per ton of concentrates. This drive improves as we drive north on it, and I am in hopes of being shortly able to pick up the rich chute of ore cut in the prospecting workings above. The winze from the tunnel is being such to connect the tunnel with the prospecting workings and to trace the gold into the deep ground. The winze is now down over 20 feet with a lode 4 feet thick, in which good gold can be got by mortar crushing.

BATTERY.

On Monday, the 4th inst., we had the usual rough clean-up, which yielded 2,094 ozs. of amalgam from 1, 35 tons of ore crushed. Although this is slightly under our last rough clean-up, I anticipate that the final clean-up will be better.

ELECTRIC INSTALLATION.

This work has been greatly retarded by the incessant wet weather and the difficulty in getting goods transported from Kuala Kubu here. Owing to cattle disease in Selangor, bullocks are very scarce; and, as there is plenty of work for them there, the drivers refuse to bring goods over here, saying they are afraid of being arrested and heavily fined for any little trivial offence that would be overlooked in other States. Transport from the above causes is now very expensive, and it costs us \$20 for what we paid \$9 and \$10 three months ago; and even at that increase it is difficult to get heavy goods carted. All of the pipes are now delivered at Sempam, and good progress has been made with laying the pipe line. The weather has greatly retarded this work, raining more or less every-day. If the weather would only keep a little favourable, much better progress would be made, as all the connections are made and the worst part of the work done.

Electrical machinery.—A start has been made to put in the foundations of Pelton wheels and generators at the power station. The progress of the work entirely depends on the arrival of the material, as everything is ready to go on with its erection as soon as it arrives. I am doing all I possibly can to push on the work, and have a large gang of coolies and two Europeans helping on the transport. As bullocks cannot be got the Selangor Government have kindly hired their Traction Engine to the Company to bring six huge cases up. I am offering exorbitant prices to bring on the remainder of the electrical installation machinery so as to keep electrical staff employed.

GENERAL.

The weather during the past month has been very unfavourable, raining more or less daily. This has greatly retarded all outdoor work and also hindered our mining operations, as the continuous rain finds its way into the mines, makes more water, and gives the pumps more work to do, also making the ground heavier and more difficult to work.

LABOUR.

Our Chinese labour is all coming back to us again, and we have now a full complement of Chinese miners. But there is a great scarcity of Malays, and I could employ 50 more if I had them. The cause of this is the padi harvest and also a rush to take up tin land. I do not anticipate any improvement until after the "Bulan Puasa" is over.

GILBERT WHITE,
Acting Manager

FOOTBALL.**RUGBY MATCH IN AID OF THE SOUTH AFRICAN FUND.****ENGLAND VERSUS THE WORLD.**

BY QUILNUNG.

Saturday was set aside for the Rugby players' effort in favour of the sailor's and soldiers' families fund. The accommodation on the Hongkong Football Club's ground was exactly the same as that provided for the Association game of the previous week, and the arrangements were identical, excepting that the charge for admission to the stands was reduced. The attendance was very satisfactory, and the total proceeds of the two games should reach a very respectable amount. The following players composed the teams:—

England:—Lieut. Browne, R.N., back; H. Hancock, H. Hall, Dr. Tuck, R.N., and Lieut. Tomkinson, R.N., three-quarters; Lieut. Gibbs, R.N., and A. Stevens, R.E., halves; and R. Castle, R.N., A. Halifax, B. Morrell, W. Loring, R.A., R. Vyvan, R.W.F., H. Lewis, R.A., E. E. Deacon, and Lieut. Cayley, R.N., forwards.

The World:—B. Johnson back; Lieut. Crozier, R.N., M. Wilkinson, R.A., Pte. Lewis, R.W.F., and A. Beattie, three-quarters; A. Izat, R.A., and A. Williamson, halves; and Lieut. Dix, R.N., Lieut. Carnabie, R.N., H. McMurtrie, E. Sanders, O. D. Thomson, Rev. Tichbourne, Lieut. McKenzie, R.N., and Lieut. Gibson, R.N., forwards.

By the way, there is nothing like having a good title. Hongkong is, though perhaps an important place, not a very large one, and it is certainly *multum in parvo* when England plays the World therein. I hope England's representatives of Saturday last, when they return to the land of their birth, will not pose as Internationals. I don't think they will.

However, to turn to the match, the world took the kick-off, and immediately carried the ball into their opponent's territory, where play was maintained for some time. Several scrums occurred near England's goal line, but disaster was averted. Then the English made play in the other half, but Crozier relieved with a run across field, and a long kick into touch on the other side. They came again, however, and slackness amongst the World's backs enabled Tomkinson to break right through and place the ball where he liked. Hancock took the kick, but failed to convert.

After this the world monopolized the play to half time, Johnson's biller at full back being practically a sinecure. Sanders was mainly responsible for their first score. He took a nice pass from Crozier, ran through the crowd until tackled, dropped the ball and dribbled, and then picked up again and, passing opportunely, enabled one of his fellow forwards to get over. McMurtrie took the kick and failed, but as England's players infringed the laws while he was taking it, a second attempt was allowed in which he was successful. Later, Crozier scored a fine try, which McMurtrie made a poor attempt to improve on, and half-time arrived with the score:—

The world 1 goal 1 try ... 8 points

England 1 try ... 3 points

England kicked off at the restart, and Johnson returned with a splendid long kick into touch at the half-way line. After some mid-field play England took up the attack, and pressed the world close on their goal line for some time, but were unable to get over. They obtained several penalty kicks in good positions, but made poor use of them and added nothing to their score. After this play was always in favour of the World. Pte. Lewis got in a dodgy run; then McMurtrie made a strong effort from near the half way line, and broke clean through the defence, scoring a try right between the posts. Dix made the attempt to convert, but failed from an easy position, striking the post. The world pressed England hard, and Pte. Lewis, who was playing strongly, made a very fine effort, being only brought down when close on the line. There was no more scoring, the game thus ending:—

The world 1 goal 2 tries ... 11 points

England 1 try ... 3 points

The World's team was stronger in every department and overplayed its opponents. Crozier was prominent at right wing three-quarter, his picking up and catching being very cleanly done and his kicks into touch good. Pte. Lewis is an excellent player, and put in a lot of hard work. He shows fine judgment in passing. Williamson played a strong game throughout, and Messrs. McMurtrie and Sanders were the mainstays of the forwards.

The English players did not shine. Their forwards were not strong enough for the opposing eight, who overran them repeatedly; and their backs, excepting Tomkinson, were never prominent.

HONGKONG FOOTBALL SHIELD COMPETITION.

FIRST ROUND.

HONGKONG FOOTBALL CLUB VERSUS
25th CO. F.D., R.A.

BY QUIDNUNG.

This, one of the most interesting matches of the round was played on 4th inst. The ground, notwithstanding the recent rains, was not in bad condition. The temperature was favourable to the players, but not to the spectators, and I am sure the attendance would have been considerably larger had it not been for the intense cold.

Chad Kew was able to turn out for the Club again, but they were without the services of Ross and Green, which let in Johnston and Jenkins. The full teams were:—

Club:—F. H. Kew, goal; Looker and Pinckney, backs; Jenkins, C. T. Kew, and Howard, halves; and Lowe, Noble, B. Johnston, Hancock, and Danby, forwards.

25th S.D., R.A.:—Cox, goal; Jackson and McMurray, backs; Griffiths, Stewart, and Hutchison, halves; and Jones, Mulvey, Perigo, Robinson, and Hedges, forwards.

Referee:—Mr. Drew.

In the first half of the game the Artillery had clearly the best of the argument. They scored by the instrumentality of Jones in the first couple of minutes, and, although they made other good attempts to get through and a good centre by Lowe almost brought a point to the Club, this proved the only goal to half time.

The Club attacked strongly just before half time and the whistle blew for the interval with McMurray, the Artillery back on the ground with a slight injury sustained while tackling Lowe.

Half-time score:—

25th S.D., R.A. one goal

Club nil

On the Artillery re-starting play was of a doubtful character for a little while; then Jones, R.A., tricked Pinckney nicely, but made a poor attempt at a centre. The soldiers were the better for some little while and made some hot attacks. Hedges put in a good long shot, which just missed its mark; then Jones on the other extreme spoilt a good movement by off side. After some slack play the Club attacked, Noble sending in a good shot. A bully in the soldier's goal succeeded, and whilst some of the Club players were appealing for a foul Jenkins at right half secured the ball as it got loosed and sent in a high one, which just defeated the goal-keeper. This made the score one each.

The Artillery then attacked and Jones beat both Howard and Pinckney, but finished by putting out badly. Soon afterwards good passing by Danby, Hancock, and Noble gave the latter, who had gone centre vice Johnston at half time, an opportunity which he fully availed himself of, placing his side ahead with a beauty.

Just now the behaviour of a contingent of the R.A. supporters who occupied the new stand became particularly objectionable. From the start their conduct had been such as to disgrace their uniform and as the game progressed it became worse. They took objection to any decision of the referee which was against their favourites, whether fair or not, and vented their displeasure by uncomplimentary remarks directed at that much-abused official, for the most part couched in language unfit for publication. As a rule our soldiers know well how to conduct themselves and

one can safely take ladies to any gathering they attend without fear of having them shocked by unseemly language, but yesterday's occurrence is one calculated to bring discredit on a respectable body of men, and we are extremely sorry for it.

After the Club secured the lead the R.A. made every effort to draw level and Griffiths from half-back gave Kew a fine shot to stop. Then Stewart wound up a good effort by putting just over. Later Hancock smartly robbed Stewart and passed to Danby, who appeared to be off-side. The referee did not think so, and Danby, with no one to oppose him, ran the ball close into goal, but made a miserable effort to score.

The R.A. had appealed for off-side and, not satisfied with the referee's decision McMurray made some impertinent remarks to that official and was promptly ordered off the field. With this the whole team were going to leave, but after about ten minutes' palaver better sense prevailed and they resumed with only ten men. Although thus handicapped, the game had only just been re-started when Jones defeated Kew, making matters level once more. With the R.A. weakened the Club had the best of it, and after Danby had been given off-side and Noble had missed an easy chance Lowe scored an excellent goal and the Club won a hard-earned victory. Result:—

Club 3 goals

25th S.D., R.A. 2 do

It was a most unsatisfactory game. The R.A. had a strong eleven, including such excellent players as Stewart, Griffiths, and Jones, and played well at the start, but, egged on by some of their partisans, they started to play rough and spoilt their chance.

I felt sorry for the referee, for he was very much interfered with in his duties. He was not happy in some of his later decisions, but this was due a good deal, I think, to the state of mind he was reduced to by the baiting he received throughout the match. For every decision against the soldiers, even if fair, he was hooted, and this is not calculated to improve a man's efficiency.

Johnston's inclusion amongst the Club's forwards upset them, especially during the first half while he was centre. The half-backs, backs, and goal-keeper played well, but as a whole the team was not up to the mark and was lucky to win. Howard was the most useful man on his side.

MEETING OF THE FOOTBALL SHIELD COMMITTEE.

A well attended meeting of the Hongkong Football Shield Committee was held on Thursday evening. The 25th Co. S.D., R.A., having protested against the result of their match with the Hongkong Football Club standing, with a view to its being replayed, the matter was discussed. After a most minute and careful consideration of the points raised the Committee were unanimous in negating the protest, but they also decided that as it was evident it had been made in good faith, the protest fee should be returned.

The draw for the second and semi-final rounds was then made, and resulted as follows:—

SECOND ROUND.

No. 1—Royal Engineer v. H. Co. R.W.F.

No. 2—G. Co. R.W.F. v. Hongkong F.C.

No. 3—25th E.D.R.A. v. B Co., R.W.F.

No. 4—Hongkong Engineers v. 38th Co. S.D., R.A.

SEMI-FINAL.

Winner of No. 4 v. Winner of No. 2.

Winner of No. 3 v. Winner of No. 1.

FOOTBALL NOTES.

BY QUIDNUNG.

8th January.

Results:—

ASSOCIATION.

Thursday, 4th January (Shield tie).

Hongkong F.C. 3 goals 25th S.D. R.A., 2 goals.

Friday 5th January (Shield tie).

Engineers' Institute 3 goals, F Co., R.W.F., nil.

RUGBY.

Saturday, 5th January (South African Fund.)

The World 11 points, England 3 points.

Friday last saw the completion of the first round of the Shield competition. The Shield Committee will meet at an early date to draw the ties in the second round. The teams taking part are:—25th E.D., R.A.; B Co. 4, R.W.F.; Hongkong F.C.; 38th S.D., R.A.; Engineers' Institute; Royal Engineers Recreation Club; H Co., R.W.F.; and G Co., R.W.F.

After one of the events of this week I think it would not be amiss to make a few remarks on referees. The referee is not a popular individual, and both players and spectators seem to look on him as a necessary evil. If he performs his duties satisfactorily, he only does what is expected of him; if he makes mistakes he is blamed all round. One would think this much-abused official received a large remuneration for his services. His duties are exceedingly difficult, especially in this colony, where, as the linesmen are not neutral, he can not rely much on their help. It is necessary not only that he should know the laws of the game, but that he should be able to administer them well; that he should have a quick eye and be able to come to a decision promptly. It is impossible for him to see everything that takes place, and he requires to be somewhat of an athlete to see a great deal. His task is so great that it is impossible for him to perform it perfectly (being human he must make mistakes); and it would be more to the credit of players if they would assist him by endeavouring not to infringe the laws, instead of ungratefully magnifying his errors. Spectators as a rule know so little of the laws of the game that it is surprising they venture their opinions so often. I would point out to them that they should be merely onlookers, as any match that is being played is no concern of theirs. It is certainly bad taste on their part to interfere with an official whose services help so much to their entertainment. While on this subject I may say that I do not consider the arrangements for referees in this Shield Competition to be anything like perfect. It is not wise to ram the referee for a match down the partaking clubs' throats, if I may put it that way. I certainly think the official should be either appointed by a properly constituted committee or left to mutual arrangement.

THE ROYAL HONGKONG GOLF CLUB.

CAPTAIN'S CUP AND SILVER MEDAL FOR JANUARY.

There was quite a fair attendance of members in spite of the weather, which was very bitter with misty rain during part of the meeting, and some very creditable returns were sent in. We are pleased to see the winner of the cup resuming something of his old form, and returning two rounds of 41 gross. Lieut. Field, in his card for the Pool, returned the fourth hole in 2, the second time, we believe, in which this score has been made:—

CAPTAIN'S CUP.

Mr. C. W. May	82	6	76
Mr. H. Smith	28	18	80
Mr. F. J. Badeley	93	11	82
Mr. G. Stewart	87	4	83
Mr. E. J. Grist	100	15	85
Major Luke, R.M.L.I.	95	10	85
Comd. Blackburn, R.N.	105	15	90

(22 entries.)

POOL.

Mr. C. W. May	82	6	76
Lieut. Field, R.N.	93	10	83
Mr. G. Stewart	87	4	83
Lieut. Moreton, R.N.	98	14	84

(16 entries.)

Quarterly meeting—MacEwen Cup. Pool to., Friday, 12th, to Monday, 15th January.

The well-known comrade who carried on business under the name of Robert Jack was found dead in bed in his house in Arbuthnot Road on the morning of the 4th inst. He lived in semi-European style and on the previous day had been indulging rather freely in the luxuries of the table. For some years past he had suffered from heart disease, and an acute attack of this complaint is supposed to have been the immediate cause of death. He had been highly successful in business and is said to have left a fortune of a million dollars. His age was 57.

CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE ALLEGED SHELL-FISHING MONOPOLY.

TO THE EDITOR OF THE "DAILY PRESS."

Sir,—We forward to you herewith an amended notice to take the place of the notice published in your issue of the 6th instant.

In the latter notice the term "Monopoly" is used, which is an incorrect translation made in your office of the term for "lease" used in the Chinese notice published in the *Chinese Mail*. This Company has no monopoly, but are lessees of the Government.

We shall be glad if you will insert this letter as a correction in your next issue.—We are, sir, your obedient servants,

LEE HING & CO.

Hongkong, 9th January, 1900.

FRENCH DESIGNS AT HOIHOW.

Hoihow, 20th December.

The French seem to be aggressive in this part of China; the Taotai and several minor officials are still held as prisoners by them on board a war vessel at Kuangchowwan. The French Consul who left Hoihow when the capture of the officials was made has returned, a French gunboat is in the harbour of Hoihow, and a party of marines has been landed for the protection of the Consul. A British gunboat is also on hand in the harbour to watch proceedings.

A French doctor has arrived, and there is talk of a hospital being opened by him. There seems to be a general belief that France is ready and willing to take Hainan as soon as a favourable opportunity offers.—*N. C. Daily News* correspondent.

BANGKOK OPINION ON THE TRANSFER OF THE SCOTTISH ORIENTAL STEAMERS.

The *Bangkok Times* says:—The often repeated prophecy that the Scottish Oriental steamers would follow the old "blue funnel" line into the hands of the Germans, has been regarded with a good deal of scepticism even by those who uttered it; and the news that the deal is already concluded has taken British residents here somewhat aback. For years the shipping of the port of Bangkok has been British, and we British have been in the habit of referring to the fact with considerable complacency, possibly some people would say boastfulness. In 1898 over 74 per cent in value of the exports and over 88 per cent of the imports were carried in British bottoms. Now British and German shipping will practically change places. They stood as 396 to 31 in 1898; in 1900, according to the present outlook, it will probably be nearly the other way about, 31 to 396. Some six months ago 33 per cent of the British shipping went, and now the sale of the Hongkong liners will represent about another 33 per cent. This announcement has certainly added an éclat to Prince Henry's visit that it was not generally expected to have been would be absurd to suppose that British residents here regard the change with indifference. It is not only the shipping that has gone; the value of the British imports will also suffer. At the same time it is absurd to cry out as if some unfair advantage had been taken. The whole thing is a matter of business. The Scottish Oriental Company owned what we believe to be a first-class business, but they got a tempting offer, an offer that, as business men, they thought it wise to accept. No one can fairly say they have done what they shouldn't have done. Britishers cannot ask for more than a fair field and no favour; and the future of our shipping here will be watched with interest. The bulk of our trade is done with the two nearest British colonies, and we should think that as that trade grows British vessels will secure at least a fair share of it. It is curious to recall the fact that the agency of the Scottish Oriental line was at one time going a-begging for over a month in Bangkok, and that the Borneo Company would

not look at either that or the "blue-funnel" agency. As the big firms did not care for such unimportant agencies, they went to the then unimportant firm of Windsor, Rose and Co.; and Windsor's has both itself been made by, and has had a big share in making, the shipping trade of Bangkok. The fact that this firm will continue to take the same leading position in that trade is at least a matter for congratulation in which all in our cosmopolitan centre can join. By the way, Germany may be expected now to join in keeping an eye on the fate of Hainan, so that we fancy the long threatened French descent on that island will really have to be postponed to a dim and distant future.

TIENTSIN.

[FROM OUR CORRESPONDENT.]

Tientsin, 22nd December.

The nomination of Li Hung-chang to the important position of Viceroy of the Liang Kwang took everybody by surprise, and is the chief topic of the hour in Peking and Tientsin native circles. As the vacancy in the post was quite unexpected, the political quid nuncs had not even begun there speculations as to Tan's successor. A very well informed and intelligent official tells me that the appointment is due to three motives, (1) the desire to have an able and competent man, as well as a *person a grata*, to deal with the French in the ever more complex frontier questions, (2) the necessity of a powerful resolute man to deal with incipient seditions in the Two Kwangs, (3) the desire to get Li out of Peking.

The fact that Li is personally extremely unpopular in the south is known in Peking, but no great importance is attributed to this fact. The personal popularity of an official is a very small matter with the Peking people; they are far more concerned with the fact that Li, unless enervated with age, will be the man to deal vigorously with the Cantonese. When he came to Tientsin twenty-years ago, this city had an evil reputation all over the empire for the rowdiness of its inhabitants, but the rowdies soon found that Li stood no nonsense; and certainly during the last twenty years Tientsin has been quieter than most great Chinese cities. A man who had to quell the Taipings with treatment more severe than their own was not likely to be hindered by scruples. Barring the questions of age and the efficiency and loyalty of the southern troops, then can be no doubt that rebels and pirates will probably have a bad time under Li's regime.

It is not understood that the new appointment quits Li of his recent office as Minister of Commerce. Whatever his merits or demerits as a Viceroy proper, he will be an intelligent critic and legislator in all the numerous arrangements that will have to be made in the opening up of the West River.

My once chief misgiving about Li originate in the fact that he is now a very old man, nearer eighty than seventy-five. I doubt his energy to deal with serious troubles. The latter years of his Tientsin satrapy were cursed by the rag-tag-and-bobtail which he gathered around him as sub-officials. A greedier, more corrupt and more incompetent lot of parasites never buttoned on to a patron. His old friends did not hesitate to ascribe this to the dulness of age; true then, it is likely to be much worse now.

Our normal trade has stopped, and only the "Ping" boats keep up our connection with the outside world. Three of them were in Tongku together this week, storm stayed. Their next inward trips are to be to Chungwangtao, near Peitaiho, where they will, as in the last two winters, land mails, passengers, &c. Only once or so in ten years does littoral ice prevent all communication. The overland Courier service is organized as usual, but it is understood that it is not to be used as long as Chungwang is not closed.

To-day we have a heavy fall of snow, and an old-fashioned Christmas seems to be on view. The Chinese are in a great state of delight. This snow is our only gift from the clouds for four months. Apart from its known benefits to agriculture, the Chinese ascribe all sorts of merits to it.

The pursuit of social pleasure is our chief business for the next two months; unless local politics distract us.

CANTON NOTES.

[FROM THE "CHUNG NGOI SAN PO."]

H.E. Tan Chung Lun, late Viceroy of two Kwangs, left Canton on the 7th inst. by the steamer *Anping*, belonging to the China Merchants' Steam Navigation Company, for Shanghai, and thence he will proceed to his native country in Hunan. His Excellency has been granted two months' leave, at the expiration of which he will proceed to Peking to have an Imperial Audience. His luggage, which of course amounted to a great number of packages, was sent by another steamer, some days previously. When the luggage was removed from his yamen to the steamer, it was escorted by several hundreds of soldiers, and Mo Wing Tye, the commandant of the military forces of Kwangchow, guarded the steamer day and night with a good number of soldiers till her departure, for fear that the robbers who some time ago asked the Viceroy to pay them \$300,000 as blackmail, might make an attack on the luggage, which was of great value. It is said that His Excellency has made a sum of about two million dollars during his term of office of four and half years, exclusive of the amount made by his elder son.

Chan Ping Kwan, Taotai of the prefectures of Likin, who was arrested and detained by the French on account of the disturbance in Kwanchauwan, has been released by the French, and arrived at Canton on the 8th inst.

It is reported that an Imperial decree has been issued ordering the dismissal of Wang Chuen Sien, late Director-General of the Likin Bureau, and that he be deprived of all official rank as a result of his having been censured by some censors for making squeezes during his term of office.

It has been exceedingly cold in Canton during these last few days. On the night of the 5th instant rain, accompanied by thunder and lightning, fell in torrents, and on the following night snow made its appearance. Some beggars in Tungkaucheng and in Namkwan have died of starvation.

It is reported in official circles in Canton that H.E. Li Hung-chang is expected to arrive at Canton on the 16th instant, and that he has appointed the 17th instant to take over his seal.

The 20th instant has been appointed as the date for closing the official seals for the observance of the China New Year holidays. They will be re-opened on the 18th proximo.

On the 29th ultimo a big fire broke out in a druggist's shop in Kinkiang. Over three hundred and ten houses were burnt to the ground. The cause of the fire is not known. The damages amount to over a million dollars, most of the houses burnt being big shops.

HONGKONG.

It is intimated that the Board of Directors of the Hongkong Land Investment and Agency Co., Limited, have decided, subject to audit, to pay a final dividend of 7 per cent., making a total of 12 per cent. for the year 1899; and to place \$250,000 to an equalization of dividend fund, carrying forward \$2,352.94 to new profit and loss account.

At a Marine Court of Enquiry held at the Harbour Office on Wednesday, before commander R. Murray Rumsey, J. Smith and R. Power, A. B's on board the British ship *King Arthur*, were sentenced to seven days' imprisonment for disobeying the lawful orders of Captain Robertson.

On the 4th instant Mr. J. J. Spooner (Chief Excise Officer in connection with the Opium Farm) and a party of police and some Chinese Excise officers made a raid at Kwai Chung, a village behind Stonecutters' Island. In a house for which they had a search warrant they found evidence which led them to conclude that opium boiling had been carried on there, and on examining some prickly pear bushes in the vicinity they found the implements there. From Kwai Chung the party went to Chin Wan, where they came across a complete set of boiling implements and a quantity of opium, both raw and prepared. Two arrests were made, and at the Magistracy yesterday a fine of \$10, or three months, was imposed by Mr. Hallifax in the one case and a fine of \$10 in the other.

\$820 for Oily and \$840 to \$860 for Paper-wrapped opium according to quality.

Today's stocks are estimated as follows:—

Patna	518 chests.
Benares	294 ..
Malwa	457 ..
Persian	1,860 ..

COURSE OF THE HONGKONG OPIUM MARKET.

DATE.	PATNA.		BENARES.		MALWA.	
	New.	Old.	New.	Old.	New.	Old.
1900						
Jan. 6	930	—	923	—	910	920
Jan. 7	930	—	925	—	910	920
Jan. 8	930	—	925	—	910	920
Jan. 9	930	—	925	—	910	920
Jan. 10	927	—	923	—	910	920
Jan. 11	927	—	923	—	910	920
Jan. 12	927	—	923	—	910	920

RICE.

HONGKONG, 12th January.—There has been a strong demand in view of the approach of the China New Year, and prices are higher. Quotations are:—

Suigon, Ordinary	\$2.95 to 3.10
" Round, Good quality	3.30 to 3.35
" Long	3.40 to 3.45
Siam, Field, mill cleaned, No. 2 ..	3.25 to 3.30
" Garden, " No. 1 ..	3.55 to 3.60
" White	3.80 to 3.85
" Fine Cargo	4.15 to 4.20

MISCELLANEOUS IMPORTS.

HONGKONG, 12th January.—Among the sales reported during the week are the following:—

YARN AND PIECE GOODS.—Bombay Yarn:—950 bales No. 10 at \$80 to \$108.80, 450 bales No. 12 at \$80 to \$88, 400 bales No. 16 at \$91 to \$97, 1,050 bales No. 20 at \$96 to \$107. **Japanese Yarn:**—50 bales No. 16 at \$98, 150 bales No. 20 at \$103 to \$104. **Grey Shirtings:**—660 pieces 8 1/2 lbs. Red 7 Boys at \$3.05, 500 pieces 10 lbs. Mandarin at \$4.25, 500 pieces Blue 5 Men at \$4.45, 500 pieces Blue 7 Boys at \$4.10, 250 pieces 10 lbs. Blue Ticket at \$4.45, 1,000 pieces 10 lbs. Blue Seal at \$4.40. **White Shirtings:**—300 pieces No. 300 K at \$6.65, 1,000 pieces Blue Dragon at \$5.75, 1,500 pieces No. 1 cloth at \$6.90, 400 pieces Blue Lion at \$6.95, 500 pieces Gold Elephant at \$4.50, 500 pieces No. 575 at \$4.90, 500 pieces Blue Lion at \$5.90, 500 pieces 600 at \$5.05, 400 Blue Lion at \$7.00, 500 pieces Fox and Duck at \$6.00, 500 pieces 8 Chop at \$4.10, 300 pieces Gold Tiger at \$7.30, 500 pieces Flower chop at \$5.60, 500 Gold Dragon at \$6.10. **Drills:**—100 pieces 16 lbs. Large Eagle at \$6.25. **T. Cloths:**—750 pieces 7 lbs. Gold Dragon at \$2.67, 600 pieces 8 lbs. Hunter and Stag at \$3.45, 500 pieces 7 lbs. Red Stag at \$2.72, 600 pieces 8 lbs. chop V V at \$3.32, 600 pieces 8 lbs. chop X X at \$3.37. **White Irishes:**—500 pieces Gold Horse at \$5.10.

COTTON YARN—		per bale
Bombay—Nos. 10 to 20s. ...	70.00	to 103.00
English—Nos. 16 to 24	110.00	to 115.00
" 22 to 24	112.00	to 118.00
" 28 to 32	125.00	to 131.00
" 38 to 42	140.00	to 148.00

COTTON PIECE GOODS—		per price
Grey Shirtings—6 lbs.	1.30	to 1.90
7 lbs.	2.05	to 2.15
8 1/2 lbs.	2.65	to 3.35
9 to 10 lbs.	3.55	to 4.40
White Shirtings—5 1/2 to 56 rd.	2.40	to 2.60
58 to 60 ..	2.85	to 3.55
6 1/2 to 66 ..	3.80	to 4.65
Fine	4.65	to 7.55
Book-folds ..	4.05	to 5.95
Victoria Lawns—12 yards ...	0.70	to 1.35
T. Cloths—6 lbs. (32 in.), Ord'y.	1.60	to 1.85
7 lbs. (32 in.), " ..	1.92	to 2.20
6 lbs. (32 in.), Mers.	1.70	to 1.90
7 lbs. (32 in.), " ..	2.30	to 2.90
8 to 8 1/2 oz., (36 in.) ..	2.60	to 3.35
Drills, English—40 yds., 14 to 16 lbs.	3.80	to 6.60

FANCY COTTONS—		per yard
Turkey Red Shirtings—1 1/2 to 8 lbs.	1.65	to 7.00
Brocades—Dyed	4.00	to 5.50
Chintzes—Assorted	0.07 1/2	to 0.16
Velvet—Black, 28 in	0.22 1/2	to 0.60
Velveteens—18 in.	0.21 1/2	to 0.25
Handkerchiefs—Imitation Silk ..	0.30	to 2.00
WOOLLENS—		per yard
Spanish Stripes—Sundry chops ..	0.90	to 1.60
German	—	to —
Habit, Med., and Broad Cloths ..	1.55	to 5.75

Long Ells—Scarlet	6.50	to 10.00
Assorted	6.80	to 10.00
Camlets—Assorted	12.50	to 32.00
Lastings 30 yds., 3 1/2 inches, Assorted ..	9.50	to 22.00
Orleans—Plain	8.50	to 10.00
Blankets—8 to 12 lbs. (pair) ...	4.00	to 15.00
METALS—		per piece
Iron—Zail Rod	6.15	to —
Squar., Flat Round Bar ...	6.35	to —
Swedish Bar	7.85	to —
Small Round Rod	—	to —
Hoop 1/2 to 1 1/2 in.,	—	to —
Wire 15/25	—	to —
Old Wire Rope	3.25	to —
Lead, L. B. & Co. and Hole Chop ..	10.25	to —
Australian	—	to —
Yellow M'tal—Muntz, 14/20 oz.	43.00	to —
Vivian's, 14/20 oz.	42.00	to —
Elliot's, 14/20 oz.	41.00	to —
New Chop, 14/20 oz.	41.25	to —
Composition Nails	—	to —
Japan Copper, Slabs	39.00	to —
Tin	96.00	to —
Tin-Plates	8.45	to —
Steel 1/2 to 1	8.15	to —
SUNDRIES—		per piece
Quicksilver	172.00	to —
Window Glass	6.10	to —
Kerosene Oil	2.90	to —

JOINT STOCK SHARES.

HONGKONG, 12th January.—The market has ruled rather quieter during the week under review and there is nothing of any importance to report. The directors of the Hongkong Land Company have decided to pay a final dividend for 1899 of \$1/4 and to carry \$250,000 to equalization of dividend fund.

BANKS.—Hongkong and Shanghai continued firm in the early part of the week and shares changed hands in small lots at 346 to 350 per cent. prem. for cash. At time of closing, however, the market is easier at 347. Sellers. Nationals have declined to 327 without business.

MARINE INSURANCES.—The market continues neglected with only small sales of China Traders at quotation and Unions at \$235 to report.

FIRE INSURANCES.—Both Hongkongs and Chinas have changed hands in small lots at quotations.

SHIPPING.—Hongkong, Canton and Macao have ruled steady to firm at \$30 1/2 to \$31 1/2, closing with sales at the latter rate. Indos have improved to \$86 after small sales at \$84 and \$85; shares, however, are somewhat difficult to get. Douglasses have further declined to \$51 1/2 after small sales at \$52, and close quiet at the former rate. China Manilas are on offer at \$89 without finding buyers. China Mutuals unchanged and without business.

REFINERIES.—The market continues dull and neglected with no business to report.

MINING.—Punjams have changed hands at \$6 1/2. Charbonnages have advanced to \$350 without business. Queens and Caledonians have found small buyers at quotations. Jelesbus found buyers at \$12.50 to \$12.75, closing steady at the latter rate. Rauba have changed hands in small lots at \$61, closing firmer at \$61 1/2.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks show an improvement with small sales at 54 1/2 per cent. prem. for cash and at somewhat better than an equivalent rate for March. Kowloon Wharves have ruled quieter with fair sales at \$88 1/2 and \$88, closing with sellers at the latter rate. Wanchais unchanged and without business.

LANDS, HOTELS AND BUILDINGS.—Hongkong Lands have ruled steady with fair sales at \$119 and later at \$118 cash, closing with sellers at the latter rate. Hotels are somewhat quieter at quotation; sales have been of an unimportant nature. West Points after further small sales at \$41 for cash and 31st inst. close rather quieter with sellers at \$40 for cash and settlements. Humphreys have changed hands at \$9 1/2 and close steady at that rate.

COTTONS MILL.—Hongkongs continue weak with sellers and no buyers at \$50. In the absence of local business the quotations for the

Northern Mills are taken from the latest Shanghai circulars.

MISCELLANEOUS.—Green Islands continue firm with further sales at \$30. Watsons have changed hands at \$16 1/2 and \$16, Icos at \$134 and \$135; and Star Ferries at \$20 and \$20 1/2. China Providents have found buyers at \$9 1/2, \$10, and \$10 1/2, closing at \$10.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		[\$358.75, sellers]
Hongkong & Shanghai ..	\$125	347 p. ct. prem. =
China & Japan, ordy.	£4	£1.
Do. deferred ..	£1	£5 5s.
Natl. Bank of China ..		
B. Shares	£8	\$27, sellers
Foun. Shares ..	£8	\$27, sellers
Bell's Asbestos E. A.	£1	nominal
Campbell, Moore & Co.	\$10	\$15, buyers
China Prov. L. & M.	\$10	\$10, buyers
China Sugar	\$100	\$120, sellers
Cotton Mills—		
Ewo	Tls. 100	Tls. 55
International	Tls. 100	Tls. 65
Laou Kung Mow ..	Tls. 100	Tls. 68.
Soychee	Tls. 500	Tls. 375
Yahloong	Tls. 100	Tls. 58.
Hongkong	\$100	\$50, sellers
Dairy Farm	\$6	\$6, sellers
Fenwick & Co., Geo.	\$25	\$50, sellers
Green Island Cement ..	\$0	\$30, sellers
H. & C. Bakery	\$50	\$25.
Hongkong & C. Gas ..	£10	\$127.
Hongkong Electric ..	\$10	\$10, sellers
H. H. L. Tramways ..	\$100	\$145, buyers
Hongkong Hotel	\$50	\$124.
Hongkong Ice	\$25	\$134, sellers
H. & K. Wharf & G.	\$50	\$4, sellers
Hongkong Hope	\$50	\$25, buyers
H. & W. Dock	\$125	\$540 p. ct. prem.
Insurance—		[\$800]
Canton	\$50	\$130, sellers
China Fire	\$20	\$84, sales & buyers
China Traders'	\$25	\$57, sellers
Hongkong Fire	\$50	\$330, buyers
North-China	£25	Tls. 180
Straits	\$20	\$2
Union	\$50	\$235, sales & sellers
Yangtze	\$60	\$112, buyers
Land and Building—		
Hongkong Land Inv.	\$50	\$118, sellers
Humphreys Estate ..	\$10	\$9 25, buyers
Kowloon Land & B.	\$30	\$23, sellers
West Point Building ..	\$50	\$40, sellers
Luxon Sugar	\$100	\$46, sellers
Mining—		
Charbonnages	Fcs 250	\$350, buyers
Gt. Estn. & C'doni ..	\$	\$1.
Do. Preference ..	\$1	40 cts., buyers
Jelesbu	\$5	\$12 1/2, sellers
Queen's Mines Ltd.	25c.	30 cts., sellers
Olivers Mines, A.	\$5	\$9.
Do. B.	\$4 1/2	\$8.
Punjom	\$0	\$6 1/2, sellers
Do. Preference ..	\$1	\$1.30.
Rauba	15s. 10d	\$6 1/2, buyers
New Amoy Dock	\$6 1/2	\$21, sellers
Steamship Coys.—		
China and Manila ..	\$50	\$89, sellers
China Mutual Pref.	£10	£9.15, buyers
China Ordinary	£10	£9.10, buyers
Do.	£5	£4.15, buyers
Douglas Steamship ..	\$50	\$51, sellers
H., Canton and M.	\$15	\$31, buyers
Indo-China S. N.	£10	\$86, buyers
Shell Transport and Trading (C.)	£100	£240
Star Ferry	\$7 1/2	\$20 1/2, sales
Tebrau Planting Co.	\$5	\$5, sellers
Do.	\$3	\$3.
United Asbestos	\$2	\$4 1/2, buyers
Do.	\$10	\$10, nominal
Wanchai Warehouse ..	\$37 1/2	\$45, buyers
Watkins, Ltd.	\$10	\$10 1/2
Watson & Co., A. S.	\$10	\$16 1/2, sellers

J. Y. V. VERNON, Broker.

EXCHANGE.

FRIDAY, 12th January.

ON LONDON.—

Telegraphic Transfer	1/11 1/2
Bank Bills, on demand	1/11 1/2
Bank Bills, at 30 days' sight	1/11 1/2
Bank Bills, at 4 months' sight ..	1/11 1/2
Credits, at 4 months' sight	1/11 1/2
Documentary Bills, 4 months' sight ..	2/.

ON PARIS.—

Bank Bills, on demand ..	2.46
Credits, at 4 months' sight ..	.51

ON GERMANY.—

On demand2
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ON NEW YORK.—	
Bank Bills, on demand	47½
Credits, 60 days' sight	48½
ON BOMBAY.—	
Telegraphic Transfer	144
Bank, on demand	144½
ON CALCUTTA.—	
Telegraphic Transfer	144
Bank, on demand	144½
ON SHANGHAI.—	
Bank, at sight	71½
Private, 30 days' sight	73½
ON YOKOHAMA.—	
On demand	4 % pm.
ON MANILA.—	
On demand	2 % pm
ON SINGAPORE.—	
On demand	½ % pm.
ON HAIPHONG.—	
on demand	2½ % pm.
ON SAIGON.—	
On demand	2 % pm.
ON BANGKOK.—	
On demand	61
SOVEREIGNS, Bank's Buying Rate	10.22
GOLD LEAF, 100 fine per tael	53.25

VESSELS ON THE BERTH.

For LONDON.—*Massilia* (str.), *Cowrie* (str.),
Mazagon (str.), *Antenor* (str.), *Menelaus* (str.),
Bombay (str.).
 For BREMEN.—*Karlsruhe* (str.).
 For MARSEILLES.—*Silesia* (str.), *Ernest Simons*
 (str.), *Inaba Maru* (str.), *Kamakura Maru* (str.).
 For HAVRE AND HAMBURG.—*Wittenberg* (str.)
Sarnia (str.), *Ambria* (str.), *Holsatia* (str.).
 For SAN FRANCISCO.—*Algoa* (str.), *America Maru*
 (str.), *Coptic* (str.).
 For SAN DIEGO VIA KOBE.—*Strathgyle* (str.).
 For VANCOUVER.—*Empress of China* (str.).
 For VICTORIA, B.C., VIA SHANGHAI.—*Saint*
Irene (str.), *Kinshiu Maru* (str.).
 For PORTLAND, O.—*Abergeldie* (str.).
 For NEW YORK.—*Catania* (str.), *Queen Eleanor*
 (str.), *Afridi* (str.), *Indravelli* (str.).
 For AUSTRALIA.—*Yawata Maru* (str.), *Tinan*
 (str.), *Taiyuan* (str.), *Eastern* (str.).
 For GENOA AND MARSEILLES.—*Trocos* (str.).
 For SINGAPORE, PENANG AND CALCUTTA.—*Tai-*
sang (str.).
 For TRIESTE VIA STRAITS, ETC.—*Gisela* (str.).

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

HONGKONG.

January—
 5, Chihli, British str., from Wuhu.
 6, Kwongsang, British str., from Canton.
 6, Kwonglee, Chinese str., from Canton.
 6, Loongsang, British str., from Manila.
 6, Woosang, British str., from Shanghai.
 6, Benvorlich, British str., from London.
 6, Haiching, British str., from Coast Ports.
 6, Glengarry, British str., from London.
 6, Singan, British str., from Wuhu.
 6, Swatow, German str. from Hoihow.
 6, Apenrade, German str., from Canton.
 6, Kiangnan, Chinese str., from Canton.
 6, Hangchow, British str., from Canton.
 7, Bellerophon, British str., from Penang.
 7, Birchtor, British str., from New York.
 7, Diomed, British str., from Shanghai.
 7, Fooksang, British str., from Wuhu.
 7, Hue, French str., from Haiphong.
 7, Loongmoon, German str., from Canton.
 7, Peiyang, German str., from Haiphong.
 7, Putriana, British str., from Balik Papan.
 7, Thales, British str., from Swatow.
 7, Valetta, British str., from Bombay.
 7, Monadnock, Amr. monitor, from Manila.
 7, Solace, Amr. monitor, from Manila.
 7, Amigo, German str., from Haiphong.
 7, Whampoa, British str., from Wuhu.
 8, Catania, German str., from Shanghai.
 8, Suisang, British str., from Hongay.
 8, Teartos, German str., from Moji.
 8, Anping, Chinese str., from Canton.
 8, Beualder, British str., from Moji.
 8, Kong Beng, British str., from Saigon.
 8, Irene, Chinese str., from Canton.
 8, Tritos, German str., from Saigon.
 9, Preussen, German str., from Yokohama.
 9, Ayr, British str., from Kuchinotsu.
 9, Tategami Maru, Jap. str., from Moji.
 9, Fookchow, British str., from Chinkiang.
 9, Taisang, British str., from Shanghai.
 9, Taishun, Chinese str., from Shanghai.

10, Mongku, British str., from Bangkok.
 10, Esang, British str., from Chinkiang.
 10, Esmeralda, British str., from Manila.
 10, Haimun, British str., from Tamsui.
 10, Hanoi, French str., from Haiphong.
 10, Phranang, British str., from Bangkok.
 10, St. Paul Amr. transport, from Manila.
 10, Hermes, Norwegian str., from Canton.
 10, Chunsang, British str., from Wuhu.
 10, Gisela, Austrian str., from Kobe.
 10, Taisheong, German str., from Saigon.
 11, Szechuen, British str., from Wuhu.
 11, Stentor, British str., from Liverpool.
 11, Kosai Maru, Jap. str., from Swatow.
 11, Vladimir, Russian str., from Odessa.
 11, Pamiat Azova, Russian cr., from Nagasaki.
 11, Coptic, British str., from San Francisco.
 12, Inaba Maru, Japanese str., from Moji.
 12, Hailan, French str., from Pakhoi.
 12, Deuteros, German str., from Saigon.
 12, Lyeemoon, German str., from Shanghai.
 12, Mazagon, British str., from Shanghai.

January—DEPARTURES.

5, Kalgan, British str., for Canton.
 6, Parramatta, British str., for Europe.
 6, Kiukiang, British str., for Can on.
 6, Katsuyama Maru, Jap. str., for Kobe.
 6, Holstein, German str., for Yokohama.
 6, Reuce, Amr. ship, for Baltimore.
 6, Fushun, Chinese str., for Shanghai.
 6, Turbo, British str., for Cuddalore.
 6, Kyoto Maru, Jap. str., for Yokohama.
 6, Kwongsang, British str., for Fookchow.
 6, Wkasa Maru, Jap. str., for Yokohama.
 6, Airle, British str., for Sydney.
 6, Pakshan, British str., for Swatow.
 6, Tientsin, British str., for Kobe.
 7, Maidzur Maru, Jap. str., for Swatow.
 7, P. C. C. Klao, British str., for Swatow.
 7, Hailong, British str., for Swatow.
 7, Hating, French str., for Haiphong.
 7, Chiua, German str., for Saigon.
 7, John McDonald, Amr. bark, for Honolulu.
 8, Valetta, British str., for Shanghai.
 8, Singan, British str., for Canton.
 8, Kiangnan Chinese str., for Chinkiang.
 8, Sungkiang, British str., for Manila.
 8, Kutsang, British str., for Singapore.
 8, Fooksang, British str., for Canton.
 8, Rosetta, British str., for Yokohama.
 8, City of Dublin, British str., for Tacoma.
 9, Loongmoon, German str., for Shanghai.
 9, Birchtor, British str., for Shanghai.
 9, Haiching, British str., for Swatow.
 9, Catherine Apear, British str., for Calcutta.
 9, Swatow, German str., for Tournon.
 9, Anping, Chinese str., for Shanghai.
 9, Diomed, British str., for London.
 9, Sultan v. Langkat, Dut. str., for Shanghai.
 9, Whampoa, British str., for Canton.
 9, Irene, Chinese str., for Swatow.
 10, Preussen, German str., for Europe.
 10, Ariake Maru, Japanese str., for Nagasaki.
 10, Glengarry, British str., for Shanghai.
 10, Peiyang, German str., for Haiphong.
 10, Thales, British str., for Swatow.
 10, Hue, French str., for Hoihow.
 10, Sabine Rickmers, British str., for Swatow.
 10, Holstein, German str., for Saigon.
 10, Hermes, Norw. str., for Hongay.
 10, Amigo, German str., for Hoihow.
 10, Taishun, Chinese str., for Canton.
 10, Benvorlich, British str., for Nagasaki.
 10, Kwanglee, Chinese str., for Shanghai.
 10, Loongsang, British str., for Manila.
 10, Fookchow, British str., for Canton.
 11, Bellerophon, British str., for Amoy.
 11, Chunsang, British str., for Canton.
 11, Szechuen, British str., for Canton.
 11, Wingsang, British str., for Swatow.
 11, Ayr, British str., for Kuchinotsu.
 11, Zweena, British str., for Amoy.
 11, Kong Beng, British str., for Saigon.
 11, Esang, British str., for Canton.
 12, Vladimir, Rus. vol. fleet, for Port Arthur.
 12, St. Irene, British str., for Tacoma.
 12, Stentor, British str., for Shanghai.
 12, Gisela, Austrian str., for Trieste.

PASSENGER LIST.

ARRIVED.

Per *City of Dublin*, from Tacoma, &c., Mrs. Gove and 2 children and Mr. Humphreys.
 Per *Glengarry*, from London, &c., Miss Simmonds, Master and Miss Borett, Miss Ellis and Mrs. Legs.

Per *Valetta*, for Hongkong, from London, Mr. Stuart, Miss Alexander, Mr. and Mrs. Foyd and 2 children, Messrs. S. Pussett, E. King, R. Bruce, Sergt. and Mrs. Richardson, Mr. Calley, Col. Sergt. and Mrs. Ansell and son, and 8 bugle boys, Capt. Wauendu, and Mr. W. C. Tyler; from Bombay, Mrs. Mohd. Cassun, Messrs. J. Hasson, Pestonjee, and Mr. Metar's servant; from Colombo, Mr. Stuart; from Singapore, Mr. Chan Ah Hee; for Manila, from London, Mr. G. Jackson; for Shanghai, from London, Messrs. Wilkinson and McPherson; from Marseilles, Mr. R. Dalglish; from Brindisi, Mr. Inman; for Yokohama, from London, Messrs. R. Thornton and P. C. Thornton.

Per *Preussen*, for Hongkong, from Yokohama, Miss E. Watkins, Messrs. Lamadrid, M. Castan and Kassovich; from Kobe, Mrs. and Miss Robinson, Mr. and Mrs. Robinson, Messrs. W. G. Robinson, Capt. R. Sulzer, J. Miller, and Mrs. Robinson's valet and maid; from Nagasaki, Mrs. Measor and child, Mr. and Mrs. Stetson and 2 children; from Shanghai, Miss E. Kulle, Mrs. H. Marc, Dr. Eickheim, Messrs. H. Tomkins, Dr. Tanger, K. Hayakawa, K. Ohta and A. Roese, Mrs. L. Dawson and 2 children; for Singapore, from Shanghai, Messrs. Kock and G. Spate; for Port Said, from Nagasaki, Capt. T. Kassovich; for Genoa, from Yokohama, Mr. and Mrs. J. Scheekenhofer and Mr. A. Bianchi; from Kobe, Lieut. P. Koziell and servant; from Shanghai, Mr. and Mrs. Major von Falkenhay and child, Miss J. Feruzzi, Capt. Deimling, Messrs. J. Hernan and G. Heilmann; for Southampton, from Yokohama, Mr. A. Boyle; for Bremen, from Yokohama, Dr. P. Stuebel; from Shanghai, Messrs. F. Lemke and E. Labes.

Per *Vladimir*, from Odessa, &c., Countess Kapnist, Count Kaurin, Prince Putiatin, Prince Krapestkin, Baron Tschereassoff, cabin passengers 50, steerage 90 recruits.

DEPARTED.

Per *Sandakan*, for Sandakan, Messrs. F. H. Bai, W. G. Darby, Mumby, A. Greig, A. Lorentzen, H. Franklin, Mr. and Mrs. P. Breitag, Dr. N. B. Denny, 1 Japanese and 219 Chinese; for Kudat, 37 Chinese.

Per *Parramatta*, from Hongkong, for Singapore, Messrs. W. Smith and Lum U Cho; for Penang, Mr. P. D. Donald; for Bombay, Messrs. F. C. Bhesania and E. Luinjee; for Suez, Col. and Mrs. Edge and Miss Haynes; for Marseilles, Capt. Udo Pockels, Lieut. F. Ritterm, Messrs. A. C. Garfit and C. Jacquesi for London, Messrs. Hugo Wilckens, S. & L. Tubbs, E. A. Rogers, R.N., F. V. Williams, R.N., Ward, Miss McKinnon and Corporal Davies; from Shanghai, for Singapore, Mr. G. D. Cochrane; for London, Corporals Cox and Duff; from Yokohama, for Calcutta, Mr. E. P. Keebles; for Marseilles, Mr. and Mrs. J. Symons.

Per *Airle*, for Sydney, Mrs. Jas. O. Callender, Messrs. J. F. Duff and A. H. C. Barker; for Adelaide, Mrs. Gove and 2 children.

Per *Valetta*, from Hongkong, for Shanghai, Messrs. M. Cassumbhoy, C. Y. Chu, J. A. da Silva, C. R. Toer, F. Stewart, L. R. Ruchwaldy, Sew Yeng Chow and native servant, Mr. W. C. Tyler and five natives, 2 Indians and 1 Chinese cook.

Per *Preussen*, from Yokohama, for Genoa, Mr. A. Bianchi, Mr. and Mrs. T. Scheekenhofer; for Southampton, Mr. A. Boyle; from Rio de Janeiro, Lieut. St. Poklewski Kasiehl, from Nagasaki, for Port Said, Capt. J. Klossovich; from Shanghai, for Singapore, Mr. G. Spate; for Genoa, Captain-Lieut. Deimling, Major von Falkenhayn, Mrs. von Falkenhayn and son, Miss J. Teruzzi, Messrs. G. Heitmann and W. J. Hernan; for Hamburg, Mr. J. F. Lemke; for Bremen, Mr. E. Labes; from Hongkong, for Singapore, Dr. Eickheim, Mr. A. L. Wetmore, Mrs. Horton, Mr. and Mrs. Nash and child, and 4 Chinese; for Penang, 1 Chinese; for Colombo, Mrs. Thomson and child; for Port Said, Mr. I. F. Eberlein; for Naples, Mr. and Mrs. A. Poyot; for Genoa, Mr. and Mrs. J. Duckerts, Messrs. F. Koblenz and G. Goetsche; for Southampton, Miss Bushell; for Hamburg, Capt. Piper.

Per *Loongsang*, for Manila, Mrs. Stetson, Lieut. Stetson, U.S.A., Capt. Sulza, U.S.A., Dr. Sanger, Mr. S. I. Levey, Rev. P. Aguado, Mr. Miguel Amatriain, Messrs. P. Hays, R. Price and J. Miller.

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